BOOKBINDING, by European methods with the best materials, and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Europeans. Always equal and generally superior to that done elsewhere else. Estimates given

Hong Kong Daily Press.

ESTABLISHED 1857.

CHUNG WOO I PAO (Chinese Daily Press) PUBLISHED DAILY.

Is the best medium for Advertising among the Native Community.

Established upwards of THIRTY YEARS, and circulates largely throughout Southern China, Indo-China, etc. Is carefully edited by experienced Chinese Scholars, and contains Full and Reliable Commercial Intelligence.

Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

No. 11,895 號五十九百三千一萬一第 光緒二十年七月十五日 HONGKONG, WEDNESDAY, AUGUST 15TH, 1894. 二禮拜 號五十月八英香港 [PRICE $24 PER MONTH

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press" only, and special business matters "The Manager."

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only Supplied for Cash.

Telegraphic Address Press. Telephone No. 12. P.O. Box 20

NEW ADVERTISEMENTS.

THE PHARMACY,

UNDER NEW AND EXPERIENCED MANAGEMENT.

FLETCHER & Co., whilst thanking the Community of Hongkong for past support, trust to merit a continuance of same by devoting close attention to business and supplying as formerly goods of best quality only.

For the present Season we recommend, with confidence:—

QUININE AND IRON TONIC.
SYRUP OF THE HIPPOPHOSPHITES.
EFFERVESCING CITRATE MAGNESIA.
VALENTINE'S MEAT JUICE.
LACTOPEPTINE.

A large assortment of NAIL, TOOTH, HAIR, and SHAVING BRUSHES; also TOILET REQUISITES of every description always in stock.

PRESCRIPTIONS receive the greatest attention.

FLETCHER & Co.
Family Chemists, Perfumers, Wine and Spirit Merchants, &c.

FLETCHER & Co.,
No. 25, Queen's Road Central,
Hongkong.

Hongkong, 15th August, 1894. [1524

REUTER'S TELEGRAM COMPANY, LIMITED.

I HAVE To-day Handed Over Charge of the above Company to Mr. J. Y. V. VERNON.

F. HENDERSON.

Hongkong, 14th August, 1894. [1525

WANTED.

A PORTUGUESE CLERK Accustomed to Bookkeeping, and General Office Work. Apply by letter, stating Previous Experience and Salary Expected, to A.B.C. c/o *Daily Press* Office.

Hongkong, 15th August, 1894. [1526

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, &c., &c.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION ON SATURDAY, the 18th August, 1894, Commencing at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET. (For Account of Sundry Parties).

A QUANTITY OF HOUSEHOLD FURNITURE AND EFFECTS,

Comprising:—

DRAWING-ROOM FURNITURE, OVERMANTELS, MARBLE-TOP and PLAIN TABLES, PICTURES, ORNAMENTS, CARPETS, RUGS, FENDERS, &c.

DINING-ROOM FURNITURE, ELECTRO-PLATE, GLASS and CROCKERY WARE, CUTLERY, TABLE LINNEN, LACE CURTAINS, WRITING DESKS, &c., &c.

IRON BEDSTEADS and MATTRESSES, SINGLE and DOUBLE WARDROBES, MARBLE-TOP WASHSTANDS and DRESSING TABLES and BED-ROOM FURNITURE, PERAMBULATOR, PANTRY, KITCHEN and BATH-ROOM REQUISITES, &c., &c., &c.

Catalogues issued prior to Sale. On View from Friday, the 17th inst.

Terms of Sale.—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 15th August, 1894. [1523

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship "PHALES" Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 16th instant, at Noon.

For Freight or Passage apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 15th August, 1894. [1519

"BEN." LINE OF STEAMERS FOR KOBE AND YOKOHAMA.

THE Steamship "BENVENUE" Captain Thomson, will be despatched as above TO-DAY AFTERNOON, the 15th inst.

For Freight apply to GIBB, LIVINGSTON & Co.

Agents.

Hongkong, 15th August, 1894. [1521

FOR NEW YORK.

THE A.1 German Iron Bark "H. HACKFELD" Hilgerloh Master, will load here for the above Port and have quick despatch.

For Freight apply to MELCHERS & Co.

Hongkong, 15th August, 1894. [1522

FOR THE MAIL.

THE *HONGKONG WEEKLY PRESS* will be ready To-Morrow and will contain:—

Leading Articles:—
Li Hung-chang and the War.
Quarantine and the Plague.
The Neutrality Proclamation.
Russia and the Korean Imbroglio.
The Neutrality of Shanghai.
War News.
The Sinking of the *Kowshing*.
The Plague.
Hongkong and Whampoa Dock Company, Limited.
The Hongkong Minstrels at the Theatre Royal.
Dr. Kitasato's Report on the Plague.
Correspondence.
Local and District News.
Commercial Intelligence.

In order to prevent Disappointment, Orders for Extra Copies should be sent To-day.

Subscription $12 per annum, payable in advance; postage $1.

Extra copies 30 cents each. Cash.

Hongkong, 15th August, 1894.

HONGKONG HOTEL.

BOARD AND LODGING FROM $80 to $70 PER MONTH.

R. TUCKER, [1495] Manager.

AUSTRALIAN BUTTER. WOOD'S (CLEMENTS') Cow BRAND. VICTORIAN BUTTER. ALLISTON & Co., Sole Agents

Hongkong, China and Japan. Hongkong, 18th July, 1894. [1374

ENTERTAINMENTS.

THEATRE ROYAL.

CITY HALL HONGKONG.

THE BLACK PLAGUE.

THE HONGKONG MINSTREL TROUPE WILL GIVE ONE FIRST-CLASS ENTERTAINMENT TO-NIGHT (WEDNESDAY), August 15th, For the BENEFIT of those SOLDIERS AND POLICE who have been and those who are still engaged upon work in connection with the Plague.

The PERFORMANCE is given Under the Distinguished PATRONAGE AND SUPPORT OF His EXCELLENCY the GOVERNOR SIR WILLIAM ROBINSON, K.C.M.G. His EXCELLENCY MAJOR-GENERAL C. DIGBY BARKER, C.B. COMMODORE G. T. H. BOYES, R.N. COLONEL G. B. MACDONELL, R.A. Commanding Royal Artillery in China. COLONEL W. H. MULLOY, R.E. Commanding Royal Engineers in China. LIEUT.-COLONEL T. W. ROBINSON, Commanding 1st Shropshire Light Infantry. LIEUT. COLONEL E. G. BARROW, Commanding the Hongkong Regiment.

NOVEL AND GREAT ATTRACTIONS.

Upwards of 50 Performers in the Minstrel Circle.

GRAND VARIETY ENTERTAINMENT Including Novelties never before seen in Hongkong, under the entire supervision and sole direction of Mr. W. FRANCIS.

Full Particulars in Programmes.

By the kind permission of Colonel ROBINSON and OFFICERS the BAND of the Shropshire Light Infantry will play at the performance.

PORTAL PRICES ..... $2 and $1
Soldiers and Sailors in uniform half-price to Back Seats only.

Doors Open at 7.30. Commencing at 8 o'clock precisely.

Box and Tickets at Messrs. KELLY AND WALSH, LIMITED.

SEATS may be BOOKED.

A SPECIAL TRAM will run to the Peak, and a SPECIAL LAUNCH to Kowloon, 15 minutes after the Performance.

WILLIAM SLAYNAY, Hon. Secretary.

Hongkong, 2nd August, 1894. [1448

NOTICE

MAN LOONG (萬隆) have always for Sale all kinds of PRESERVED GINGER and SWEETMEATS of their well-known Manufacture.

Head Office: HONAM, CANTON.
Hongkong Office: No. 376, QUEEN'S ROAD CENTRAL.
Managers:—{LEUNG YU SANG, WONG HOI CHOW.
Hongkong, 9th January, 1894 [a1326

CUTLER, PALMER & CO.,

Have been Shippers to CHINA for nearly 70 years. Their Brands are favourably known all over the World.

This ancient House consign to us their well-known very old, and

A1 QUALITY COGNAC,
Distinguished by 3 STARS on the label.
Price $23.75 per 1 dozen bottles.

SUPERIOR OLD COGNAC,
Distinguished by 3 STARS on the label.
Price $28.50 per 1 dozen bottles.

"VERY GOOD COGNAC,
Somewhat Younger than the above.
Distinguished by 3 STARS on the label.
Price $17.50 per 1 dozen bottles.

"PALL MALL" WHISKY,
Pure 7 years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed.
Price $22.50 per 1 dozen bottles.

Well-matured HIGHLAND MALT WHISKY,
Blended by CUTLER, PALMER & Co. Moderate in price, excellent in quality.
Price $15.50 per 1 dozen bottles.

BRODIE & CO.'S FINE SCOTCH WHISKY,
In "Squat" Bottles.
Price $11.00 per 1 dozen bottles.

GLENLIVET BLEND SCOTCH WHISKY,
Moderately priced, good quality.
Price $8.25 per 1 dozen bottles.

INVALIDS' PORT,
This Wine is old, soft, and delicate. We strongly recommended it. Analysed and Certificated by Professor Cassall.
Price $21.00 per 1 dozen bottles.

DOURO PORT,
This is a fine quality wine of exceptionally good value.
Price $14.25 per dozen bottles.

SHERRIES,
AMOROSO,
The Earl Mist's shipping.
Price $21.00 per 1 dozen bottles.

LA TORRE,
Price $17.25 per 1 dozen bottles.
Pure and natural Wine, a tonic.

WHITE SEAL SHERRY—Popular at the Club.
Dry, delicate, and of fine flavour.
Price $21.00 per 1 dozen bottles.

CLARETS
in Quarts and Pints.

CHATEAU MOUTON.
For a good after dinner Wine we recommend this.
Price $23.75 per 1 dozen bottles.

LAROSE.
This is a very attractive Claret of good bouquet.
Price $17.00 per 1 dozen bottles.

MARGAUX MEDOC.
A breakfast Claret.
Price $9.25 per 1 dozen bottles.

LIQUEUR
BENEDICTINE, D.O.M.
Price $28.50 per 1 dozen bottles

CUTLER, PALMER & Co.

Agents—SIEMSSEN & Co.,
HONGKONG.

28] CUTLER, PALMER & Co.

WINE SHIPPERS SINCE 1815
Who have consigned their Brands to our care for over half a century.

Apply to G. C. ANDERSON, Messrs. JARDINE, MATHESON & Co., Hongkong, And to their friends in Shanghai.

[28

SEMINARY.

NEW YORK LIFE INSURANCE COMPANY.

FUNDS	Gold $143,700,781.21
NEW BUSINESS FOR 1893	$ 323,843,991.00
SURPLUS UNDIVIDED	$ 17,015,630.18
INCOME	$ 33,163,045.95
INSURANCE IN FORCE, 261,932 Policies Insuring	$779,150,778.00

BIRLEY, DALRYMPLE & Co., } Agents in
ARNHOLD KARBERG & Co., } Hongkong.
Hongkong, 14th March, 1894. [a1491

LANE, CRAWFORD & CO.

GROCERIES AND PROVISIONS.
WILTSHIRE BACON. YORK HAMS.

CHEESE.

PRESERVED BEEF, MUTTON, LAMB, and VEAL CONCENTRATED SOUPS, BRAND'S BEEF and CHICKEN ESSENCE, CALF'S FOOT JELLY, BEEF TEA JELLY, FRUIT JELLIES.

VEGETABLES.

JAMS and MARMALADE, DESSERT and TART FRUITS, FIGS, PRUNES, GINGER, MUSCATELS, BEEF SUET, ENGLISH LARD, FLAVOURING ESSENCES, SCOTCH OATMEAL, HOMINEY, BUCKWHEAT, RYE MEAL, HERRINGS, HADDOCKS, SALMON, MACKEREL, LOBSTER.

BISCUITS.

POTTED MEATS, PICKLES, SAUCES, MACCARONI, SPICES, COMPRESSED CORNED BEEF, SAUSAGE, INFANT'S FOOD—NESTLE'S, MELLIN'S, RIDGE'S SAVORY, AND MOORE'S CONDENSED MILK, DARLY'S MILK.

LANE, CRAWFORD & CO.

Hongkong, 29th June, 1894. [23

QUITE NEW!!!

WATKINS' PEACH BLOSSOM TOILET SOAP.
WATKINS' CARBOLIC TOILET AND MEDICAL SOAP.
WATKINS' ROSE DE CHINE SOAP.
WATKINS' BALSAMIC SHAVING SOAP.
WATKINS' FRAGRANT TOOTH TABLETS.
THE SOAPS OF THE 20TH CENTURY—PURE, CREAMY, NEUTRAL.

THE FINEST SOAPS THAT SCIENCE CAN PRODUCE. FRAGRANT. SOOTHING. EMOLLIENT.

WATKINS & Co., APOTHECARIES' HALL, 63, Queen's Road Central, Hongkong. [a140]

PIANOS AND ORGANS.

FOR SALE, HIRE, OR ON THE HIRE-PURCHASE SYSTEM.

ALL PIANOS SOLD by us are SPECIALLY MANUFACTURED FOR EXTREME CLIMATES, and have IRON FRAME, CHECK ACTION, &c., &c., and all the most MODERN IMPROVEMENTS.

Being AGENTS for BROADWOOD, COLLARD and COLLARD, PLEYEL, SCHEIDMAYER, and many other Eminent Makers, we can give a SELECTION NOT TO BE EQUALLED by any other firm in the East. We GUARANTEE every Instrument we sell.

W. ROBINSON & Co.,
THE PIANOFORTE and MUSIC WAREHOUSE, HONGKONG. [a513

AQUARIUS.

"A PERFECT TABLE WATER"
MADE FROM TRIPLE DISTILLED WATER.

AQUARIUS IS THE CHEAPEST. AQUARIUS IS THE BEST.

ESTD. 1869.

	Allowance for Empties returned.	Net Price.
Per 1 doz. Quarts	$1.75	$0.50 $1.25
Per 1 doz. Pints	1.00	0.25 0.75

CALDBECK, MACGREGOR & Co., Sole Agents.

18, Queen's Road. [a23

KELLY & WALSH, LIMITED.

Descriptive Dictionary of British Malaya, by Dr. N. B. Dennys.
Academy Pictures: Bound Volume.
Under the Red Robe, by Weyman.
The King's Stockbroker, by Gunter.
Salvage, by Hawley Smart.
Belles and Ringers, Hawley Smart.
Strand Magazine Volume.
Boy's Volume with packet of 200 Postage Stamps.
Pierre Loti's Works.
New French Novels.
Ayres' Champion Tennis Balls.
Ayres' Regulation Tennis Balls.
New Tennis Bats for Ladies.
Rolf Boldrewood's Works.
New Supply Macmillan's Colonial Library.
New Supply Walking Sticks.
Figaro Sales, part 4.
Reed's Shipowners and Shipmaster's Handy Book.
Practical Seamanship, by Todd and Whall.
Spon's Engineer's and Contractors' Price Book.
Lecky's Wrinkles in Practical Navigation.
New Supply Birthday Cards.

KELLY & WALSH, LD. [21

W. BREWER

Whist with and without Perception.
Whist Developments—Cavendish.
Badminton Yachting, 2 Vols.
The Heavenly Twins, in a cheaper Ed.
Riding Recollections by Constance.
Daily Dinners, by Nancy Lake.
Korea, by Cavendish.
Gas, Oil, and Ale Engines, by Donkin.
Popular Handbook Pinsuse.
The Expert Calculator.
Book-keeping at a Glance.
How to pronounce 10,000 Difficult Words.
Lighthouses of the World.
Academy and Salon Gallery Pictures.
New Photos—Types of Beauty.
Stamp Albums in Great Variety.
Oil and Water Colour Boxes.
Raphael Tuck's Studies in Oil and Water Colour.
History of Scottish Clans, with many Illustrations.
Crinkled Tissue for Lamp Shades.
New Pictures.

W. BREWER, QUEEN'S ROAD, 221 UNDER HONGKONG HOTEL.

NOTICE OF FIRM

NOTICE

NOTICE is hereby given that the Firm of LEE KING & Co., 13, PRAYA CENTRAL, has been CLOSED from the 1st instant.

The Undersigned will CONDUCT THE BUSINESS of SHIP and GENERAL BROKER and COMMISSION AGENT at the above Address, and is empowered to wind up the Business of above Firm.

JOHN ANDREW.

Hongkong, 9th August, 1894. [1497

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 5 OF 1894.

IN THE MATTER OF CHEUNG SUI SHANG, OTHERWISE CHEUNG SHUI SANG, OTHERWISE CHEUNG PO, DECEASED.

NOTICE is hereby given that an Administration Order in Bankruptcy dated the 10th day of August, 1894, has been made in respect of the Estate of CHEUNG SUI SHANG, otherwise CHEUNG SHUI SANG, otherwise CHEUNG PO, late of No. 19a, Hollywood Road, Victoria, in the Colony of Hongkong, and of Macao, Comprador, deceased, who died at Macao on or about the 7th day of June last intestate, and the undersigned has been appointed Trustee of the said Estate.

All persons having any claims or demands against the said Estate are hereby required to prove the same on or before Monday, the First day of October next, and all persons indebted to the said Estate are hereby required to make immediate payment to the undersigned at the Land Office, Queen's Road Central.

Forms of Proof and Proxy may be obtained on application at the Land Office.

Dated this 11th day of August, 1894.

BRUCE SHEPHERD, Trustee.

1518]

THE

EQUITABLE

LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

LONDON OFFICE—
81, CHEAPSIDE, E.C.

ASSETS OVER 235,200,000
SURPLUS EXCEEDS £1,..... 6,700,000

This Society originated the Tontine System of Life Assurance, under which the premiums paid form a lucrative investment, and not an expense, affording provision for old age as well as immediate family provision in the event of death.

ABSOLUTE SECURITY
LOW PREMIUMS.
LARGE PROFITS.
ANNUITIES GRANTED ON MOST FAVOURABLE TERMS.

Before assuring elsewhere, send for Prospectus and Illustrative Pamphlets.

SHEWAN & Co., General Agents.

Hongkong, 20th June, 1894. [a303

WANTED, by a YOUNG GERMAN LADY an ENGAGEMENT as GOVERNESS to Children under Eight. Passed KINDERGARTEN EXAMINATIONS. With a fair Knowledge of English and French. Address G. R., Office of this Paper.

Hongkong, 11th August, 1894. [1500

INTIMATIONS

R. J. REMEDIOS,

FOREIGN AND COLONIAL STAMP DEALER,

74, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

Liberal Discount Allowed. [1124

INTIMATIONS

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August, at Twelve o'clock NOON, for the purpose of RECEIVING the REPORT of the Court of Directors together with a STATEMENT of ACCOUNT to 30th June, 1894.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 2nd August, 1894. [1449

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 4th to the 16th day of August (both days inclusive), during which period No Transfer of Shares can be Registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 2nd August, 1894. [1450

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the OFFICES OF THE COMPANY, No. 14, Praya Central, on MONDAY, the 20th August, at 3 o'clock P.M., for the purpose of RECEIVING the REPORT of the Directors, and the STATEMENT OF ACCOUNTS, to the 30th June, 1894.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 31st July, 1894. [1439

NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN ACCORDANCE with the Provision of No. 121 of the ARTICLES OF ASSOCIATION, the GENERAL AGENTS have This Day Declared an INTERIM DIVIDEND of 8 Per Cent for the Half Year ending 30th June, 1894, on the Paid-Up Capital of the Company.

DIVIDEND WARRANTS Payable on MONDAY, 27th AUGUST, will be issued to Shareholders.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 17th to the 27th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 11th August, 1894. [1504

THE NEW BALMORAL GOLD MINING CO., LIMITED.

NOTICE is hereby given that the FOURTH, or FINAL CALL of 50 CENTS PER SHARE, on the Shares issued at One Dollar has now been made.

NOTICE is also given that the CALL of 50 CENTS PER SHARE on the Shares issued in exchange for Shares in the OLD COMPANY has now been made. Both these CALLS FALL DUE on the 10th September, and should be Paid to the Undersigned at No. 9, PRAYA CENTRAL, to whom the Scrip should be sent for endorsement.

By Order of the Board,
W. BUTTON POTTS,
Secretary.

Hongkong, 10th August, 1894. [1495

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 10th August, 1894. [1498

FOR SALE.

THE CELEBRATED PILSENER BEER of the Well Known St. PAULI BREWERY. The Beer is Well Known for its Taste and Clear Colour.

SAMPLE on APPLICATION.

$1.80 per 1 doz. pints.

H. RUTTONJEE,
13, D'Aguilar Street.

Hongkong, 14th August, 1894. [1516

AUCTIONS

PUBLIC AUCTION

THE Undersigned will Sell by PUBLIC AUCTION TO-MORROW (THURSDAY), the 16th AUGUST 1894, at NOON, at his SALES ROOMS, QUEEN'S ROAD, ENAMELLED BASINS, IRON ENAMELLED BASINS, W.C. IRON ENAMELLED BASINS, COMMODE PANS, URINALS, FOLD-UP BASINS, and WATER CLOSET.

CLAY CRUCIBLE, BRASS STOPCOCKS, SPIRIT LEVELS, SOLDERING FLUIDS and COPPER SMITH'S TOOLS.

CAMEL'S HAIR LACQUERING BRUSHES, GILDER'S DUSTERS, LETTERING PENCILS in QUILLS and FLETCHES, ASSORTED SIZES.

ASSORTED PAINTS and LACQUER.

One CANOE.

Two JINRICKSHAS.

ALSO,

MARIA CRISTINA CIGARS, of Different Brands, to Suit Purchasers.

3 Cases GILT'S EYE TOBACCO in TINS.

10 Cases EDAM CHEESE.

And Sundry other Goods.

TERMS OF SALE—As Customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 14th August, 1894. [1517

SALE OF VALUABLE LEASEHOLD PROPERTY AT KOWLOON.

PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION ON SATURDAY, the 18th August, at 3.30 P.M., On the Spot, KOWLOON INLET, No. 449, Measuring 69,570 Square Feet. Crown Rent $318 per Annum. New Lease for the residue of 75 Years.

The Lot is Situated to the East side of the Bay of Kowloon Point, and belongs to the ESTATE of the late Mr. ANDREW HEDLEY.

TERMS OF SALE.—Purchaser shall pay 20% of the Purchase Money immediately after the Sale, and the Remainder on Completion of the Purchase and Execution of Deed of Transfer, which shall take place on the 25th August, 1894. All expenses of transfer to be borne by Purchaser.

The Lot with all FAULTS and ERRORS of DESCRIPTION at Purchaser's risk on the fall of the hammer.

For further Particulars, apply to—

F. RAPP, Auctioneer.

Hongkong, 11th August, 1894. [1507

INTIMATIONS

DAKIN, CRUICKSHANK & CO., LD.

AERATED WATER MANUFACTURERS.

SODA WATER.
AERATED WATER.
LEMONADE.
LEMON SQUASH.
SARSAPARILLA.
TONIC.
GINGER ALE.
&c. &c.

Made under the careful supervision of a qualified English Chemist.

EQUAL TO THE BEST ENGLISH WATERS.

SPECIAL RATES TO MESSES AND LARGE CONSUMERS.

VICTORIA DISPENSARY, HONGKONG. [424

NOTICE TO MARINERS. No. 43 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

WOOSUNG INNER BAR.

MARKS AND LIGHTS FOR PRIMA CHANNEL DISCONTINUED.

NOTICE is hereby given that the MARKS and LIGHTS for the PRIMA CHANNEL are discontinued from this date until further notice, as there is now a less depth of water in that Channel than in the line of the old Bar Marks.

A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 6th August, 1894. [1513

PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE & Co.

Hongkong, 11th April, 1893. [1292

LESSONS IN FRENCH.

NEW and Easy Method of LEARNING FRENCH in a Few Months, by Conversation, by a Frenchman. Fees very moderate. Apply to A.B., care of Messrs. Kelly & Walsh, or this paper.

Hongkong, 1st August, 1894. [1446

HOTELS.

MOUNT AUSTIN HOTEL.

ON SATURDAY next, 18th AUGUST.

By kind permission of Lieut.-Col. ROBINSON and OFFICERS, the BAND of the FIRST SHROPSHIRE LIGHT INFANTRY will play during DINNER and afterwards in the Grounds of the Hotel.

THE TABLE D'HOTE DINNER

Is Served in the Grand Dining Room at 7.45 P.M.

Arrangements can be made for Dinner Parties in Private Rooms. Tables or Seats can be reserved for the Table d'Hote, and Wines iced to Order.

MOUNT AUSTIN HOTEL.

Hongkong, 14th August, 1894. [1522

HONGKONG HOTEL.

Telegraphic Address: "Kromlin"—A.B.C. Code. Telephon No. 32.

THE most commodious and best appointed Hotel in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Peddar's Wharf (the principal landing stage of the Colony).

The Hotel STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

The TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The Bed-Rooms, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, the new BAR and public BILLIARD ROOMS (Six Day Italian and American Tables) are fitted with every convenience.

WINES and SPIRITS of the Best Brands only.

HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager.

Hongkong, 15th November 1893. [a32

HOTEL DE LA PAIX.

THE Undersigned having on the 23rd day of July last Taken Over the BUSINESS and GOOD-WILL of the late HOTEL DES COLONIES, on Shameen, Canton, are NOT RESPONSIBLE for any DEBT or DEBTS Contracted by the Former Proprietors. The Name is now changed into "HOTEL DE LA PAIX," under the management of Mr. V. A. ROZARIO.

PUN YAN YUI 潘仁宇
CHOW YOOK PO 周玉波

Canton, 25th July, 1894. [1410

HOTEL DE LA PAIX.

(FORMERLY THE HOTEL DES COLONIES)

THIS HOTEL, situate on the FRENCH CONCESSION, a very convenient spot on Shameen, is now Prepared to offer the BEST ACCOMMODATION to any Tourists or Occasional Visitors who wish to bring their Families to pay a visit to Canton. Every POSSIBLE ATTENTION will be paid to their Comforts.

A FIRST CLASS TABLE D'HOTE Kept. Wines and Spirits of the BEST QUALITY, and the charges for the same are EXTREMELY FAIR and REASONABLE.

A well furnished BILLIARD SALOON with BAR attached.

V. A. ROZARIO, Manager.

Canton, 25th July, 1894. [1417

SHIPPING.

ARRIVALS.

Aug. 14, ROSETTA, British str., 2039, G. W. F. Brown, R.N.R., Shanghai 11th August, Mails and General.—P. & O. S. N. Co.

Aug. 14, TAMARIND, Norwegian steamer, 739, Cashberg, Newchwang 6th August, Beans.—WIELER & Co.

Aug. 14, LABETES, British str., 1395, Grier, Shanghai 8th August, and Foochow 12th, General.—BUTTERFIELD & SWIRE.

Aug. 14, FLINTSHIRE, British steamer, 1,871, Dwyer, Foochow 12th Aug., General.—DODWELL, CARLILL & Co.

Aug. 14, THALES, British str., 820, H. Bathurst, Taiwanfoo 10th Aug., Amoy 11th, and Swatow 13th, General.—DOUGLAS LAPRAIK & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 14TH AUGUST.

Lyeemoon, German str., for Shanghai.
Formosa, British str., for Swatow.
Ethiope, British str., for Nagasaki.
Chaysang, British str., for Amoy.

DEPARTURES.

Aug. 14, SUNGKIANG, British str., for Manila.
Aug. 14, AMOY, German str., for Chefoo.
Aug. 14, ASK, Danish str., for Hoihow.
Aug. 14, ACHY, Danish str., for Hoihow.
Aug. 14, FORMOSA, British str., for Tamsui.
Aug. 14, PEKIN, British str., for Amoy.
Aug. 14, TAIYUEN, German str., for N'chwang.
Aug. 14, FOOHOW SUEY, Hawaiian bk., for Baltimore.

PASSENGERS.

ARRIVED.

Per *Rosetta*, steamer, from Shanghai for Hongkong.—Dr. McCandlos, Capt. and Mrs. Goddard and infant, Mr. and Mrs. Matheson, Capt. Cunningham, Messrs. da Cunha, Chatham, F. Salinger, T. J. Eldridge, Loi Chee, S. Yamamoto, N. McConachy, and J. S. Naizer, Mrs. Keswick and four children, Miss Barker, Mrs. Wilson, and child, Mrs. Harvie, and Mrs. and Master Gulamol.—For Port Said.—Mr. Shatzmann.—For London.—Masters Geo. Stocker, and Harold Judd, Messrs. N. McTavish, and W. Benson.

Per *Thales*, str., from Taiwanfoo, &c.—Mr. Jenkel, and 168 Chinese.

Per *Ecarates*, str., from Shanghai, &c.—Mr. J. de Souza.

VISITORS AT HOTELS.

HONGKONG HOTEL.	
Rev. S. A. Bayles	Mr. Hugh McPhail
Mr. Dejean de la Batie	Mr. C. E. Mehta
Miss Claxton	Mr. J. W. Murray
Captain Cunningham	Mr. T. Mitchell
Dr. V. Dasenbers	Mr. J. S. Nazer
Mr. W. A. Drift	Mr. Oscar Noodt
Mr. F. J. East	Mr. P. E. Shean
Mr. T. J. Eldridge	Mr. Silva e Souza
Mr. & Mrs. Gauthier, maid and two children	Mr. Tho. Tadcok
Mr. M. C. Golland	Captain G. Taylor
Mr. J. Eeghens	Mr. G. H. Wheeler
Mr. R. Egall	Mr. W. Wilder
	Mr. R. H. Wood
MOUNT AUSTIN HOTEL.	
Mr. H. E. Bemball	Mr. H. F. Meyrick
Mr. Hart Buck	Mr. S. J. Moses
Dr. & Mrs. J. Cantlie, and infant	Mr. J. S. Moses
	Mrs. E. Ortiz
Mr. T. P. Cochrane	Mrs. A. S. Palmer
Mr. J. B. Coughtrie	Mr. J. Rankin
Mr. C. W. Dickson	Mr. E. Mok Ross
Mr. Dario Gabrigo	Mr. & Mrs. P. A. Sachse 2 children and nurse
Mr. E. Goetz	Mr. Seip
Mr. & Mrs. H. Humphreys and 3 children	Mr. Skeiter
	Mrs. Spry
Mr. Inchbald	Mr. & Mrs. J. A. Summers
Dr. & Mrs. J. Knott & son	Mr. C. S. Taylor
Mr. J. Kramer	Mr. H. E. Tomkins
Mr. D. Landale	Lt.-Commander L. G. Tufnell, R.N.
Mr. S. A. Lowy	Mrs. L. G. Tufnell
Mr. C. Malsch	Mr. J. Y. V. Vernon
Mr. A. C. Marshall	Mr. W. H. Wickham
Mr. & Mrs. McCallum & child	
Mr. L. Mendel	

VESSELS IN DOCK.

ABERDEEN DOCKS.—
KOWLOON DOCKS.—Agnes, Comet, Kwongmo, Esmeralda.
CosmopolitAN DOCK.—

TO-DAY.

Performance at the City Hall, 8 p.m.

HONGKONG, HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 10.30 a.m. .....Every quarter of an hour.
11.30 a.m. to 12.30 p.m. .....Every half hour.
12.30 p.m. to 2.30 p.m. .....Every quarter of an hour.
2.30 p.m. to 5.30 p.m. .....Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

10.30 a.m. and 10.40 a.m. .....
Noon to 3 p.m. .....Every quarter of an hour.
3 p.m. to 5 p.m. .....Every quarter of an hour.
Night cars from 6 p.m. to 11 p.m., every half hour.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 10th January, 1894. [720

NOTICE TO CAPTAINS.

MASTERS of Vessels arriving here CANNOT BE TOO PARTICULAR as to the SOURCE of supply of FRESH WATER, more especially during the present epidemic.

J. W. KEW & Co.'s STEAM WATER-BOATS enable them to SUPPLY VESSELS with any quantity of PURE FRESH WATER with the greatest despatch and at moderate rates.

CALL FLAG "W" Commercial Code.

Office, 18, Praya Central.

Hongkong, 14th June, 1894. [1191

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JAPAN HAND MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c.

PRICE VERY MODERATE.

Orders to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA, 8, QUEEN'S ROAD CENTRAL.

Hongkong, 1st January, 1894. [2329

DR. KNORR'S LION BRAND ANTIPYRINE.

(Dose for Adults 15 to 35 grains troy.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary: its effect in stimulating the closing up of Wounds is described as amazing.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.

Beware of spurious imitations [2037

INTIMATION.

A. S. WATSON & CO., LIMITED.

VEGETABLE AND FLOWER

SEEDS.

SEASON 1894-95.

SEED LISTS, with hints for Gardening, are NOW READY, and Orders are being booked for delivery on arrival of the Seeds. They will be executed in the sequence in which they are received as long as the supply lasts.

EARLY SOWINGS are to hand by Parcel Post of

CELERY SEED:—
SOLID WHITE
MANCHESTER RED
SULHAM'S PRIZE PINK
WRIGHT'S GIANT WHITE
WHITE PLUME;

Also

CINERARIA:—
MARITIMA
JAMES'S FELDE.

The above can be sown now and next month in boxes under cover, protected from ants.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally; it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each.. $1.75
" 28 lbs. $4.50

Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS.

The Best and Cheapest Machines in the Market.

For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Established A.D. 1841.

Hongkong, 27th July, 1894. 20

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonym ously signed communications that have appeared in other papers first will be inserted.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication After that hour the supply is limited. Only Supplied for Cash.

Telegraphic Address *Press*.
P. O. Box 20. Telephone No. 12.

DEATH.

At the General Hospital, Shanghai, on the 9th of August, 1894, J. F. DUBOIS, (late I. M. Customs Service), aged 57 years.

The Daily Press.

HONGKONG, AUGUST 15TH, 1894.

JAPAN has agreed to consider Shanghai outside the sphere of her warlike operations against China. The undertaking has been given ostensibly out of consideration for the interests of the Treaty Powers, but possibly self-interest has also played some part in leading the Japanese Government to the decision arrived at, for the trade with Shanghai is of very considerable value to Japan. At present that trade is being conducted much as usual, except that Japanese steamers are no longer engaged in carrying the merchandise. The Chinese Authorities, however, seem inclined to put an embargo on exports to Japan, even in neutral vessels, and it is not impossible that they might interdict imports. Their right to do so if they thought fit could hardly be questioned, for notwithstanding treaty obligations the right of eminent domain remains with the Emperor of China and in case of war the Chinese Government is entitled to take such measures as may be thought expedient for the purpose of injuring the enemy. To stop the trade between the two countries as carried on under neutral flags would, however, inflict as much damage on China as on Japan, and the probability is that it will be allowed to continue with little if any interference, so far as Chinese official action is concerned.

Japan's undertaking to consider Shanghai outside her sphere of operations is, however, somewhat vague. It has been suggested that it may refer only to the Foreign Settlements, that is, that there will be no bombardment or occupation of these areas. If it were found that Shanghai was being used as a basis for the provisioning and arming of the Chinese forces it is hardly conceivable that Japan should not attempt to establish a blockade, should she be in a position to do so. Her present intention is said to be to make a dash at Peking and dictate her terms there, and if the programme could be carried out promptly Shanghai might be left out of the question; but there is no telling what turn the war may take, and an occupation, not of the Foreign Settlements at Shanghai, but of the river and arsenal may become essential to Japan's success. The undertaking that has been given to the Treaty Powers would hardly be allowed to stand in the way of such a measure should it be thought necessary.

But instead of the Japanese going to Shanghai it might possibly be a case of the Chinese going to Yokohama, and, so far as is known, China has not hampered herself by giving any undertakings restrictive of any action she may deem it desirable to take. China has the more powerful navy, and if she only knew how to use it as well as her enemy knows how to use his she ought before long to be in a position to carry out her declared intention of carrying the Japanese coasts. It is significant, however, of the different estimations in which the two Powers are held that Japan should have been expressly asked not to molest Shanghai while no one seems to have thought it necessary to prefer a similar request to China with respect to Yokohama nor has Japan herself condescended to ask any *quid pro quo*. As the *Japan Gazette* remarks:—"She might "have demurred and hesitated, and have "pleaded that the Powers were denying to "her the fair privileges of a belligerent. "Had she been inclined to vacillate or to "doubt her own strength, the least she "might have stipulated for was that equal "immunity should have been extended to "Yokohama. But she exacts no such cow-"ardly recompense. She is not afraid of any "attack upon Yokohama, being confident in "her own capabilities to defend the port. It "is characteristic of the faith which her "military and naval organizations have "inspired that her confidence is shared by "the foreign residents. Metaphorically "Shanghai turned pale at the very thought "of a Japanese attack, and so little reliance "did the residents have in the efficiency of the "Chinese, that diplomatic machinery was at "once set in motion to request the consideration "Japan has so handsomely granted. The "relief experienced at her generous conces-"sion—for that it really is—is somewhat "amusingly illustrated by the effusive terms "of thanks which the Shanghai papers raise. "The property at stake in Yokohama is not "one whit less valuable to the owners, "though of course less extensive, than that "at stake in Shanghai. Yet no one thinks of "addressing China diplomatically to ex-"tend the protection of her assurance "that we shall not be interfered with. "It is an assurance Japan would not "wish, and it is one on which we would "rather not depend. Yokohama people "would rather trust Japan to defend the "town than rely upon the word of the Chi-"nese not to offer molestation. Such then, "are the conditions under which war is com-"menced. Japan is sanguine and self-"reliant; what is more, she is prepared at "all points, while in China the abilities of "the military are despised and their courage "doubted. We sincerely hope nothing will "occur to alter the position. Japanese vic-"torious might become vainglorious, but "their conceit would be a virtue compared "to the inauffernable arrogance of Chinese "conquerors." The self confidence of the Japanese is a factor that ought to help them on to victory, but we fear they have underrated the magnitude of the task they have undertaken.

There has been good booking for the Hongkong Minstrels' entertainment this evening.

A concert is to be given in the Theatre Royal sometime in October by Mr. N. Ruebwaldy's pupils.

We understand that the *Empress of China* has sustained no damage by her grounding at Woosung and will not require to dock.

Traffic was stopped for a short time yesterday morning opposite No. 6, Queen's Road Central. The roof of the verandah had fallen in the previous evening, owing to the woodwork having been eaten by white ants, and as there appeared some danger of the pillars falling into the street traffic was stopped until the danger had been removed.

An answer has been received to the petition sent to the Governor on behalf of Edison Crowe, the chief mate of the British ship *Selkirk*, who was recently sentenced to two years' hard labour for manslaughter, the answer being to the effect that after consulting with the Acting Chief Justice His Excellency sees no reason to interfere with the sentence.

The Band of the Hongkong Regt. will play the following programme in the Public Gardens to-morrow, commencing at 9 p.m.:—

March	"Tommy"	Veronese.
Overture	"Fra Diavolo"	Auber.
Gavotte	"Heimliche Liebe"	Rasch.
Selection	"H.M.S. 'Pinafore'"	Sullivan.
Valse	"Belle Amie"	Meissler.
Selection	"Faust up to Date"	Luts.
Galop	"Charlotten"	Bergen.

At Shanghai on the 8th inst. Mr. George Jamieson, as Arbitrator, and Captains Bisbee and J. P. Roberts as Assessors, began the hearing of the private arbitration relating to the collision between the *Kachidate Maru* and the *Chingtu*. Mr. A. P. Stokes (Messrs. Johnson, Stokes, and Master) conducted the case for the *Chingtu*, and Mr. J. C. Hanson (Messrs. Dowdall and Hanson) represented the owners of the *Kachidate Maru*. The proceedings were expected to last for three or four days.

Yesterday morning about a quarter past ten a fire occurred in one of the unoccupied houses in Square Street, which is within the walled-up area of Sipingshan. The Brigade were speedily on the spot and the flames subdued before much destruction had ensued. The upper floors of two buildings were damaged. The origin of the outbreak is unknown, and although in some quarters it is set down as the work of an incendiary, it is equally probable that it resulted from some carelessness on the part of persons removing their goods, or—and this is perhaps the most likely hypothesis—from joss sticks left burning by relatives of deceased plague victims.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 15th August.

REINFORCEMENT OF THE GERMAN EASTERN SQUADRON.

Two more German cruisers have been ordered to China.

THE UNITED STATES TARIFF BILL.

The Tariff Bill as amended by the Senate has been accepted and passed by the House of Representatives.

Further Bills have since been introduced to place Coal, Iron, and Sugar on the free list, the first of which has passed.

THE EVICTED TENANTS BILL (IRELAND).

The debate on the Evicted Tenants Bill in the House of Lords has been adjourned.

THE PLAGUE.

The following are the returns for the twenty-four hours up to noon yesterday:—

	Cases.	Deaths.
Admissions	97	0
Deaths	3	3
Discharges	2	—
Under treatment	97	0

2 under observation.

Of the 6 cases under observation in yesterday's returns 4 are plague and 2 still under observation.

The following telegram has been received by the Governor from the British Legation at Tokyo:—

"Governor, Hongkong.

"Vessels which, without entering Hongkong Harbour, have merely exchanged mails outside that harbour, may, if provided with a certificate from Japanese Consul at Hongkong, communicate with shore, and land passengers and freight on arrival in Japan if on preliminary inspection all is found to be in order.—PACHT."

The following are the returns of Lat-shi-kok hospital for the twenty-four hours to 5 p.m. yesterday:—Admissions, 0; deaths, 1; discharges, 3; under treatment 18.

The Lat-shi-kok hospital, a branch of the Kung Sau Tong at Wong-nei-Chong, will be closed to-morrow. The remaining patients are to be sent up to Canton.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP.

Owing to the wet weather only six members competed for the cup and spoons on Saturday, the 11th inst., the winner being Petty Officer L. Goodger, R.N. The following are the three best scores:—

Name.	700 yards.	800 yards.	Total.	Bisley Points.	Grand total.
Pty. Officer L. Goodger	31	23	54	25	79
Sergt. Buckingham	30	42	72	6	78
Mr. W. Stewart	23	31	54	13	67

POLICE COURT.

14th August.

BEFORE COMMANDER W. C. H. HASTINGS.

DRUNKENNESS.

William Bell, seaman, was charged by Bassant Singh, P.C. 744, with being drunk and disorderly on the 14th inst.

Complainant said that defendant was making a noise near the old Pedder's Wharf at 2 a.m. He told him to be quiet, but defendant kept on making a disturbance, he having upset the jinrikisha in which he came down. Witness took him to the Station. On the way defendant struggled violently.

Fined $6, or, in default, twenty one days' hard labour.

Frits Petersen, seaman, was brought up on a charge of being drunk and incapable in Queen's Road Central. He admitted the charge, and was fined $1, or seven days' hard labour.

Wm. O'Brien, seaman, an inmate of the Sailor's Home, admitted a charge of being drunk and incapable in the public street, and was fined $1 or seven days' hard labour.

IN POSSESSION OF OPIUM.

Tse Heng, butcher, was charged by excise officer Tong Ho with being in possession of two mace of prepared opium on the 13th instant. He admitted the offence and was fined $3, or fourteen days' hard labour.

Lo Sa, salt fishmonger, was charged with being in possession of two taels of raw opium without a permit, on the 13th inst. There was no defence and he was fined $6, or, in default, twenty-one days' hard labour.

Leung Chun Shui was next brought up on a similar charge, he having been found in possession of two and a half taels of prepared opium without a permit, on the 13th instant. Inspector Excise officer, No. 7, proved the case and defendant was fined $15, with the alternative of six weeks' hard labour.

Wong Woo, tallyman, for being in possession of two taels of prepared opium, was fined $25, or six weeks' hard labour.

Yu Yan Yung, coolie, was fined $30, or three months' hard labour, for being in possession of eight taels of prepared opium.

Li Ting San, described as a mandarin, was charged by Mr. J. H. Logan, preventive officer, with having in his possession one hundred taels of prepared opium on board the river steamer *Heungshan*, on the 9th instant. The case was remanded from the 10th inst. at the request of Mr. Grist (from the office of Mr. C. D. Wilkinson), who appeared for the defence.

Mr. Logan said that on the 9th inst., about 11.30 a.m. he went on board the steamer, which had arrived from Macao and was alongside the wharf. He found the opium on board and defendant admitted that it belonged to him. Witness examined the manifest of the steamer and found that the opium was not recorded in it.

Mr. Grist admitted the offence, but pleaded ignorance of the law on the part of the defendant, who had never before come to this colony.

His Worship fined him $100, with the alternative of three months' hard labour. The opium was confiscated.

NO LIGHT OR PASS.

Liu Fan and Chan Wing, coolies, were brought up on a charge of being abroad without light or pass on the early morning of the 14th inst., and were mulcted in the sum of $6 each, or twenty-one days' hard labour.

LARCENY.

Choi Sing was charged by Li Ling, watchman at the Victoria Buildings, with the theft of a pair of trousers which were in a basket in wash. Complainant arrested him and gave him in custody of the police.

Six weeks' hard labour.

THE WAR.

THE ENGAGEMENT AT WEI-HAI-WEI.

The following telegram was received from Japan yesterday:—

"Nineteen Japanese men-of-war approached Wei-hai-wei at midnight on the 9th inst. Sending out torpedo flotillas firing was exchanged with the Chinese forts, but finding no Chinese fleet the Japanese men-of-war returned to Korean waters."

THE CHIEF OFFICER'S ACCOUNT OF THE SINKING OF THE "KOWSHING."

The following graphic account of the sinking of the *Kowshing*, furnished by Mr. Tamplin, the chief officer, is published by the *N. C. Daily News*. On board the ship were 8 Europeans, her complement was 67, and she carried 1,100 troops and one passenger:—

"The *Kowshing* left Taku on the evening of the 23rd of July, 9.30. She had embarked her troops, about 1,100, on the afternoon of the same day and was the last of the ten transports up to that time engaged, and one of three English steamers, the other two being the *Iren* and *Feiching*.

"All went well on board till the morning of the 25th. The troops behaved generally in a quiet and orderly manner and seemed to be very happy and contented, but where they were to be engaged. I was on watch from 4 a.m. till 8 a.m. on the 25th, and about 7.30 I observed a man-of-war steaming rapidly towards us. She had Japanese naval colours flying with a white flag above it. As she neared us, thinking her to be a Japanese man-of-war and in accordance with our usual custom, the red ensign was hoisted and dipped and hoisted again, but to our surprise—the Captain having now come on the bridge—she took no notice of it and continued steaming away in a N.E. direction. The next thing observed was a small schooner-rigged vessel coming in from the S.E., but she was too far off to determine her nationality. We heard afterwards when on board the *Naniwa*, that the first sight was a Chinese man-of-war, the *Tsiyuen*, which had suffered severely in a previous encounter with the *Naniwa*, and was running away. The second was afterwards captured and proved to be the *Tsuchiang*, an old wooden despatch vessel built in Shanghai thirty years ago and bound from Chefoo with despatches to Chemulpo.

"We then were hearing Shopairol Island, and when about a mile S.E. of it saw three men-of-war, (Japanese) one of which approached us and signalled us to stop, enforcing the order by firing two guns across our bows. We stopped and signalled having done so, then we were ordered by signal to anchor, which was also done, the anchor being lowered down in 11 fathoms (high water). The man-of-war then steamed away and joined her two consorts and a conference was evidently held. As she was going we asked by signal "If we were allowed to proceed," but were answered by the signal "Heave to or take the consequence." There was much excitement amongst the Chinese at this time and arms were being got up and ammunition was being served out and the two Generals were very anxious to know what was signalling. The troops by the advice of Major von Hanneken, the passengers above referred to, were all ordered below. The men-of-war now separated and one approached us, escorting us with her guns. She then sent an armed boat's crew alongside with two officers, who came on board and examined the ship's register and also were informed of the fact that war had not been declared up to the date of our leaving port. After examining our papers the officer informed the Captain that he was to follow the *Naniwa*—that being the name of the man-of-war that had stopped us. The difficulty we were in was explained to the officer, and he was asked to obtain permission from his Captain to allow us to return to China. He then returned to his ship for instructions.

"The Chinese Generals on having the order explained to them were very indignant and excited and told Major von Hanneken to explain to us that at the least sign of our complying with the orders of the Japanese war ship, or at the slightest attempt on our part to leave the vessel, we should be killed at once. The General accompanied his threat with many significant gesticulations intimating that our throats would be cut. He detailed soldiers to attend immediately on the Captain and myself, and served out ammunition to his bodyguard. We tried to explain to the General through Major von Hanneken the absolute futility of attempting to resist the Japanese men-of-war; that one shot from her would sink us, and that it would be useless to obey, but it was of no use, the General declaring his intention of dying where he was sooner than submit and threatening us again. The *Naniwa* now signalled, "Weigh, eat or slip, wait for nothing." We answered with the signal, "Send a boat, I wish to communicate personally," and the *Naniwa* answered "Send immediately." A boat then started from the *Naniwa*, and the Chinese soldiers crowded the gangway, and it was only after repeated efforts that the officers managed to keep them out of the way. We were not allowed to go to the gangway to meet the officer in charge of the boat as the Chinese General seemed suspicious that we wanted to leave them. On the boat coming alongside the officer was met by the Chinese Generals and Major von Hanneken as interpreter. The Captain was also sent for. He explained to the officer the position we were placed in and the impossibility of our complying with his commander's orders, adding at the same time, that a solution to the difficulty might be found in our being allowed to return to China. The officer promised to inform his commander and left.

"All our officers and Major von Hanneken gathered on the bridge now to try and discuss events and the Chinese were noisily arguing on the upper deck. I left the bridge and went aft to get my papers, and met on the after deck the chief and second engineers, to whom I stated the grave nature of the case and added that, if the Japanese fired at us, we should have to take to the water. This was the last I saw of them. On regaining the bridge I found that the man-of-war flying the signal "Quit the ship immediately" and we at once sent a quartermaster aft, with warning to the engineers to prepare for the worst. We then signalled, "I am not allowed" and followed that by "Send a boat." The signal to quit the ship was still flying when another signal was hoisted from the man-of-war, "Lifeboat cannot come." The *Naniwa* then steamed into position immediately abeam of us and whistled with her syren whilst doing so. She then, still keeping the two previous signal flying, ran up a red flag to her foremast-head and almost immediately afterwards discharged a torpedo at us. We watched this coming, and it stopped or turned short of the ship. The *Naniwa* being a quarter of a mile away and seeing this, the whole starboard broadside of 5 guns was discharged and the machine guns on the top were used. This broadside took her somewhere amidships and she listed over to starboard.

"I then left the bridge and, getting hold of a spare life buoy, jumped overboard from forward, coming up four of the chain, down which numbers of the crew were swarming. I got clear and struck out for the island. Just then a 15cm explosion near a shell bursting occurred on board and the air was full of falling cinders and other debris. I saw the Captain ahead of me with his face all black and further, I saw Major von Hanneken swimming strong, and not far from him another European. Just after this and when about 70 or 80 yards from the ship I found that rifle bullets were striking the water all around me. I turned and saw the Chinese soldiers shooting at me from the deck and gangway ports. I then protected my head with the life-belt and swam and drifted with the tide past the ship. After getting clear of the ship I again made for the island, but seeing many Chinese ahead of me I reflected that it would be just as dangerous getting on to the island with them as it had been on board. So I again turned and taking off all my clothes made for the *Naniwa*, which had now drifted considerably away from the ship and was not using her guns as far as I can remember. I was not swimming long when I saw her lowering two of her boats, and one coming towards me, I was picked up. I explained to the officer the direction in which I had last seen the Captain and the Major swimming, and he directed the other boat to pull that way. No attempt was made to rescue the drowning Chinamen. Two volleys were fired from our boat with the object of sinking two of the life boats, which having got clear of the ship, were filled with Chinese. Our boat was then recalled and I was taken on board and dry clothes given me. Almost immediately after, the Captain was brought below in a very exhausted condition; and the quartermaster, Lucas Bragalista by name, who had a shot wound in his neck, and was immediately treated by the medical staff on board. We were very well treated, clothes and food being given to us, and even the sailors bringing presents of sweet biscuits and things for us to eat. I was called aft and asked to write an account of all that had transpired, which I did. The captain also was separated from me and given a state room, while the quartermaster and I were lodged in the sick bay; this was to separate us. We were under guard the whole time and unable to leave the room. The vessel cruised about for some time and then at 8 p.m. anchored in company with another man-of-war which was conveying the small Chinese gunboat. The officers and men of the *Naniwa* were contiguous in their efforts to give us all they could and to make things pleasant for us as far as lay in their power.

"On Thursday, the 26th, at 4 a.m., we got underway again and proceeded till 10 a.m., when we met the Admiral and the fleet. Here we anchored and I was again called aft to correct a copy of my written deposition. Clothes made on board were provided for us, and at noon we were transferred to the transport *Yayeyama*, the crew of the *Naniwa* waving us farewell. On getting on board the *Yayeyama* Captain Hirayama received us very kindly and told us to make ourselves at home. We found on board the officers and crew of the *Tsuckiang*, Chinese despatch boat, also a Dane who was in the vessel at the time of her capture. We were berthed in the Captain's own cabin and the officers joined in making us welcome, inviting us to the wardroom and offering us clothes and other necessaries. At 1.30 p.m. the anchor was hove up and we steamed away for Japan. At 7 p.m. met and signalled two Japanese transports.

"Friday, 27th inst. and signalled a Japanese transport in the morning, at 1 a.m. off northern shore of Quelpart Island. At 7 p.m. off north end of Goto Island, where we slowed till daylight.

"Saturday, 28th.—Found ourselves confined to our cabins in the morning, entering Sasebo Bay. At 7 a.m. we anchored. Barges with an armed guard came alongside for the Chinese and for the Danish gentleman. We were introduced to Lieut. C. Tamari, Admiral's A.D.C. and taken with him in his steam launch to the jetty. We were then conducted to the hospital where a room was prepared for us on the ground floor. Lieut. Tamari gave us to understand that anything that we could ask for should be supplied. We begged him to notify our Consul that many Europeans might still be alive on the Island, and also to notify our agents (Tailor and bootmaker were in attendance), towels and all toilet requisites were sent. Beer and claret, cigars, etc., and anything that we fancied would be sent for from Nagasaki. In the meantime he told us that the Minister of Marine had been telegraphed. Numbers of officers visited us and expressed their sympathy with us for loss of our comrades and also for our unavoidable detention.

"Sunday, 29th.—A list of questions subjoined was handed to us to answer, sent by Rear Admiral Y. Shibayama, I.J.N. Commander-in-Chief of the Naval Station, Sasebo. Continued round of visitors bringing flowers, eggs, and offers of various things.

"Monday, 30th passed in the same way. Every attention being paid to our comfort.

"Tuesday, 31st, revised our answers, copies being sent us for that purpose.

"Thursday, 2nd August.—Received a visit in the morning from President of the Imperial Board of Legislation, Mr. Suyematsu Kencho, accompanied by Commander M. Saito, J.N., and Lieut. Tamari. Minute investigation followed and we were allowed to write open letters to our agent and friends in Shanghai. In the afternoon received another visit and were asked to write answers to a few more pertinent questions regarding the loss of the *Kowshing*.

"Friday, 3rd August.—Lieut. Tamari called with a letter from Rear-Admiral T. Shibayama giving us our freedom, etc., and to make arrangements for our departure. We called by invitation on the Admiral in the afternoon and thanked him for the care and attention paid to us by all. Many officers called in the evening to congratulate us.

"Saturday, 4th August.—The Government tender *Sasebo Maru* was placed at our disposal and with many farewells left with Lieut. C. Tamari for Nagasaki, where we arrived at 1.30 p.m. and were met by the Superintendent of Water Police and the Superintendent of Police tendering their cards with offers of assistance.

The British Consul took our depositions and copies were handed to the Captain of the *Alacrity* for immediate conveyance to the Admiral.

LEWIS HENRY TAMPLIN.

"Bella Vue Hotel, Nagasaki.

"P.S.—I wish to add that the Chinese crew and officers of the *Tsaokiang* were being treated with every care during our stay at Sasebo, and the Danish gentleman Mühlenstedt had the same attention that we had. The Chinese and the Dane had all their personal property with them.

"The following are the questions that we were required to answer:—

1. Nationality of ship.
2. My nationality.
3. Ship's owners.
4. " agents.
5. Certificate of registry.
6. Ship's name.
7. " complement.
8. Articles of agreement (crew).
9. Agreement between owners and Chinese.
10. Ship's manifest.
11. When and at what place engaged.
12. What port started from with the Chinese soldiers.
13. Date and time of starting.
14. Destination.
15. Orders and instructions from Chinese Government.
16. Arrangements and time for embarking troops.
17. Rank, name, and number of Chinese officers.
18. The number and nature of troops and their description.
19. Supplies and provisions on board.
20. The management of the ship by the Captain relating to the orders of the Japanese war ship off Sho-pieul Island.
21. What instructions given by the officers commanding Chinese troops at the same time.
22. The condition of the Chinese troops at Yashan.
23. The position and number of the Peiyang Squadron and torpedo boats.
24. How many transports engaged by the Chinese Government.
25. What equipment had the Chinese troops on board the *Kowshing*.
26. What preparation had the Chinese Squadron for action.
27. The fortifications and defensive power of the N. coast of China."

THE NEUTRALITY OF SHANGHAI.

The *Mercury* says:—"At the present time, it would be vastly interesting to learn the exact wording of Japan's undertaking to regard the Shanghai Foreign Settlement and its approaches as neutral. Up to the present, the Chinese authorities have given no similar undertaking, that they will not use the Settlement or its approaches as a base of operations against Japan; not only has this promise not yet been given, but attempts have even been made by the Native authorities to disregard the neutrality of the Settlement, desire to maintain which we sincerely trust that the municipal authorities and the Consular Body will both be on the alert to frustrate any such proceedings on the part of either Native or Foreigner.

"It may surprise many to learn that the Japanese have, for a long time past been carefully surveying and photographing the country surrounding Shanghai, and that the students of the so-called Japanese Naval College, behind Sung Sood Terrace, who have so quickly disappeared are reported to have carried with them plans and maps of the surrounding country for miles. It is probable that the same methods have been followed in other ports, and that the gullet-looking student, with his school-satchel across his shoulder, usually accompanied by a fellow-pupil with a camera, has been as common a sight elsewhere as here, and has raised as little suspicion in the minds of the Native authorities as in those of Foreign residents.

"Has Japan's object in agreeing to the neutrality of Shanghai Settlement and approaches been to block the Arsenal from receiving and shipping stores of war? Or is it to blind the Native officials to the possibility of an attack on the Kiangnan Arsenal, by descending on it without using the Settlement and Harbour as the way?

"Japan's promise will, we expect, be found, if read as worded, to mean only an undertaking to regard the Foreign Settlement of Shanghai and its approaches neutral so long as they are used in an absolutely neutral manner, and in probably giving this assurance in all good faith, Japan acutely calculated on its lending the wily Chinese astray. China at any rate has no longer got an opponent whom she can twist and turn as she pleases by the use of ally diplomacy, for, in the methods of Asiatic and Eastern diplomatic cunning, the two powers now in conflict may be regarded as a case of "Diamond cut Diamond."

THE MOTIVE OF THE WAR.

The *N. C. Daily News* says:—"The Japanese have a deeper political motive for their design to humiliate China than the gratification of their feeling of dislike of their big neighbour. Their minds are set on the abolition of extra-territoriality, but this implies the concession of mixed residence, and this right of mixed residence would, as things were, have had to be granted to the Chinese as well as to Western nations. But the Japanese are very much afraid of giving the Chinese the right to reside wherever they like in Japan, and it is this fear that has for so long been a stumbling block in the way of Treaty Revision. If China is sufficiently humiliated in the present war, Japan need not give her the rights she must give to the Western Powers, and Japan, flushed with victory, will be able to make any terms she likes with her. A revision of the treaties in a sense acceptable to the pride of the people will follow, and the Sai-Cho government will be crowned with laurels."

GENERAL NEWS.

We take the following items from our Northern contemporaries:—

We learn that the *Iltis* brought over from Korea to Che'oo 120 survivors of the *Kowshing* and 12 wounded. Eighty men, for whom the *Iltis* had no room, had to be left behind, having been supplied with ample food and cash. H.M.S. *Porpoise* went to fetch these eighty, and brought them to Chefoo on the 4th. That these men are not like the poet's "poor patriots, partly purchased, partly pressed," is shown by the fact that three of the wounded bolted from the hospital at Chefoo to join their comrades who were sent to Tientsin to embark, en route for the seat of war.

The quartermaster and a seaman from the *Kowshing* have arrived at Shanghai, and a Naval Court of Enquiry into the loss of the steamer is to be held there. The Captain and Chief Officer were expected on the afternoon of the 10th inst.

On the 10th inst. between 10 and 11, the office of the agents of the *Kowshing*, Messrs. Jardine, Matheson & Co., at Shanghai, was besieged by the wives and other female relatives of the Chinese crew of that ill-fated vessel, all sorrowfully inquiring as to the fate of their bread-earners, and some few demanding compensation. So persistent were some of these poor women in their endeavours to obtain satisfaction that the Police had to be called to clear them away, as they were obstructing the business of the office. As those poor unfortunates went away sorrowing and crying, the heart of the most callous was affected at the misery endured. One or two attempted to throw themselves under passing carriages, and altogether displayed signs of the greatest despair.

In reference to the statement that the *Smith* has been "arrested" by the U.S. Consul General, we are desired to state that the ship is only detained in order to fully satisfy the Consul-General of the character of her cargo.

All the papers necessary to make effective the sale of the steamers *Smith* and *Cass* not having been executed, the parties to the sale have agreed to cancel all that had been done, and those ships still remain in Chinese hands under the Chinese flag. This disposes of the difficulties likely to arise over the use of the American flag in semi-warlike trade during the present troubles.

We learn that "all letters passing between Korea and China and vice versa by Japanese steamer have been opened and examined for some time past."

It is stated amongst well-informed Chinese that Li Hung-chang despite his brave front, is anxious to go out of his trouble, by paying an indemnity to Japan. Reason given:—That he fears for the safety of the money he is supposed to have invested in Japanese railways (in Japanese names) if the war is fought out to the bitter end.

The Japanese Army will never stand a winter campaign in Korea. In cold weather it is distressing to see the way they suffer from the cold. The vegetable diet that they have been brought up on is not the food of which soldiers are made. The European clothing does not suit the men, they are not brought up to it—especially the boots. They have the *varech*, or native straw sandals, but these sandals soon come to pieces; one day's food marching will knock them to pieces. Again, these same *varech* do not fasten firmly to the foot, the men have to be constantly stopping to re-tie them up. I have attended many of their field-days and sham-fights and my opinion is that the troops will never stand severe knocking about, they soon fall to pieces, especially the officers.

It is reported that the vacillating conduct of the Peiyang squadron is due to differences of opinion of the two Commodores.

It was reported at Chefoo, and we give the statement with all reserve, that a torpedo that the Tsiyuen fired at the Japanese ship with which she engaged struck the vessel, but did no harm. On being fished up by the Japanese, it was found to be empty.

In the engagement between the *Tsiyuen* and the Japanese man-of-war, the first shot disabled the conning tower and broke all the engine room and other telegraphs, besides killing three men in it. The next shot disabled the turning machinery of her forward barbette gun, without injuring the gun itself, while the next shot went right through the ship, struck a gun standard on the opposite side, glanced off, went aft and after going through the deck lodged in a hammock. Eight brave men were killed in the engagement and thirty odd wounded, the latter by splinters. The lieutenant who worked the after gun was badly wounded, but he refused to leave his gun and continued to stick to it until he got the angle for firing. This officer was apparently one of the American students. As an instance of the callousness of the Chinese, four days after the engagement, the vessel had not been cleaned of the blood, etc., about the deck.

Some of the officers of ships at Taku have given up their offices and have come down to Shanghai.

Tempting offers, from a Chinese point of view, have been made to foreigners to accept service with the Chinese, and the natives at Tientsin were consoling themselves with the hope that British Naval officers would command their ships.

It was announced that no less than eight foreign men-of-war were expected at Taku on the 9th or 10th inst., including Russian, British, French, German and American ships.

It was believed at Yokosuka that one Japanese man-of-war was sunk in the engagement on the 25th ult., and the *Osaka Empress* (dated 26th inst.) says:—"Yesterday the arrivals of the Chinese man-of-war *Kuangyi* were announced by Wyshaiwei. This vessel the Japanese blew up by a torpedo, after she herself had destroyed a Japanese man-of-war in their way."

NEWS FROM TIENTSIN.

[FROM OUR OWN CORRESPONDENT.]

TIENTSIN, 4th August.

The Chinese transport authorities showed great astuteness in selecting as a hiding-place for their flag the Taku Forts. No doubt results would have been different had the vessels sought refuge in Tientsin where the Yamen's authorities were in force.

The Chinese Government have now finally decided to remove the Customs' Head Quarters from Tientsin to Tongku, the responsibility for the fall of the *Kowshing*.

It is unfortunate that so many of the Europeans in the employ of the Chinese Government have left Tientsin for the seaside, leaving the city in which the war will be waged, and the Viceroy with none or scarcely any foreigners to assist him already the desire for retaliation is apparent on all hands.

The feeling has already manifested itself in no uncertain manner. Japanese residents have been hustled in Tientsin City and Settlements. On Wednesday night a goodly number of the prisoners of Paphos and Changkungtze were sent down to Taku, and were next day placed on board the *Chaoyang*, by Captain Arnold's household and the treasure. The Chinese, however, got wind of it and another outrage, in violation of the British flag, was the consequence. The *Chaoyang* had been retained to receive the Charge d'Affaires from Peking and the various attachés, etc. While alongside the coal wharf at Tongku at midnight on Thursday, a volley was suddenly fired and fifty braves headed by two officers came on board and instituted a strict search for Japanese. The French Attaché (Captain de Fleurac) with his wife and children were on board, so was another French lady; their cabins were forcibly entered and the children roughly handled. Capt. Hughes and Mr. Wilson of Tientsin were happily able to prevent personal violence on Madame Arakawa and her children, but they were totally helpless to do as much for her humble countrywomen. These were hauled ashore by the hair of their head and dragged along the wharf like cattle, trussed up with cords round their hands and feet, and robbed right and left. The Consul's wife lost a good watch and the women all their bits of trinkets, besides an aggregate sum of $800. Steps were instantly taken to inform the Tientsin authorities, and at 5 a.m. the prisoners were restored by the soldiers after a few hours thrashing in the cool godowns of the city, not to add that no violence was offered to their persons.

When the soldiers were conducting the party of prisoners they shouted "Kowshing" "Kowshing" which tells a tale. The Chinese are not all cowards, as was instanced, in their Generals, Ma-Yu-kun's patriotic zeal.

The Viceroy is proceeding in the matter of the outrage; he has been communicating officially on the smallest details of international etiquette throughout the crisis, and made the safety of Mr. Arakawa his special care. To-day he drove by sending his own brougham to the Consulate, to-day when the *Chiang Chun* was passing through he did the same.

No doubt ample reparation will be made, and the officer whose efforts, zeal and coolness have no doubt led him into the rash act will be duly disgraced.

No matter to what extent we may condemn outrageous violations of a neutral flag, they are facts, and as such demand consideration. Sir Edmund Fremantle is to be congratulated on the tact he displayed in the matter, and it is hoped that Mr. O'Conor will notify Li Hung-chang that by a curious coincidence such incidents are less frequent when the Admiral has a free hand. No one, for instance, can doubt that had a British gunboat been on the Pei-ho this would not have taken place.

The Chinese fleet is massed in Wei-hai-wei, as long as it is so, the Japanese will probably confine their attention to the Peninsula or to cruise demonstrations.

Yeh's position in Yunnan is causing anxiety, as it is reported that the Brigadier of Szechuen, by the Japanese troops means that they are preparing to attack him in force. The Chinese have now a large force on the Northern frontier of Korea.

The Sea *Swallow*'s crew of Japanese sailors was withdrawn from the ship at once by Chinese soldiers the other day at Taku. The Viceroy has ordered them to be restored. A Japanese ship 75 days out from Yesso arrived on Thursday at Taku with sleepers for the Chinese Railway. She was at once seized, but in this case also the Viceroy's sense of equity is too great for the greed of the petty officials; her little skipper, who was aghast at being boarded by soldiers, is to be released.

Even the crisis of war cannot eradicate the love of a joke in some of our Taku men-of-the-sea, when once these vessels was *pro bono* quite crowless, she was boarded by a Taku pilot and claimed as a *derelict*—an American critique of course.

Mr G. Detring has resumed charge of the Customs in Tientsin, this gentleman is Li Hung-chang's right hand man in foreign affairs and has been his confidential adviser in former Korean crises.

Floods threaten in Tientsin, the season having so far been the wettest on record. Tong Shan registered 13 inches of rain in twelve hours on July 19th.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

PLAGUE AND PREVENTION.

No. 10.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—Referring to my No. 6 in the *Press* of to-day, I am glad to find, on reading Dr. Kitasato, Shibasaburo's valuable report, in the same sheet, upon the plague in Hongkong, that he does not advocate any such measure as the wholesale destruction of tea sores of houses and streets, but recommends that the floors and rooms of infected buildings be cleaned with lime water or carbolic acid. By the simplest expedients the greatest ends are oftentimes accomplished. In the great majority of instances the operations of nature are gradual, persistent, continuous, and overpowering; and to embark upon and carry through successfully a campaign against the filth and negligence of our native population will tax all our resources of patient persevering effort. In this way, and in no other, can we

eventually succeed, and this belief was being borne out by the results of this year's sales. The New London Borneo Company had just declared a dividend of 12½ per cent. for 1893, and had about paid their expenses by the sale of less than one-third of their crop this year. The prices realised in Amsterdam for Borneo tobacco grown on the Kinabatangan river and Marada Bay estates had ranged from 3s. to 4s. a pound and it had been demonstrated that it could be grown at less than 1s. 6d. per pound. A good deal of this tobacco had been shipped to New York, and no matter whether the duty were reduced from $2 to $1 per pound, as proposed by the modified tariff scheme, or to $1½, as suggested by the Senate, the demand for America would continue. They had already heard of one or two schemes for reopening estates which had to close during the late crisis. The Tobacco Company of British North Borneo proposed to form a small company to work one of their estates in Darvel Bay on land where first-rate tobacco had been grown. They also heard that there was another scheme for opening the Tungood estate on the Labuk river, where excellent tobacco had also been grown, and where the closing of the estate was due entirely to pioneer difficulties. The reports they received from Borneo on other products were highly encouraging, especially as regarded Liberian coffee. Ceylon owed its prosperity chiefly to the immigration of young Englishmen with English capital, and it was hoped that history would again repeat itself in Borneo, where similar conditions of soil and climate prevailed. To encourage enterprise the directors had recently adopted more liberal land regulations. They had also inaugurated a labour department, under State control, and what was of more importance still they were turning their attention to the establishment of more rapid communication. Since their last meeting a cable had been successfully laid between Singapore and Labuan by the Eastern Extension Telegraph Company, with which they had arranged, in consideration of their connecting Labuan with the Company's territory, to continue a land line across to Sandakan. They believed communication could be established for the moderate sum they had voted for the purpose; but this would only provide a rough track across country, and the question of road-making could be considered later, when it was seen what sort of country would be opened up. Their territory was a field ripe for British enterprise. The fall in the price of silver, which had caused the financial equilibrium of the world, had worked in favour of silver-using countries. For instance, in Borneo the purchasing price of the dollar, in the matter of the coolie wages &c., was the same now that, owing to the fall in exchange, nearly $10 could be got for a sovereign against $6 two years ago. This was a very important fact. It should also help the owners of coal mines in Borneo and Labuan, as he saw by a late *China Express* that the Peninsular and Oriental and the Messageries Maritimes Steamship Companies had entered into very large contracts for Japan coal to be delivered in Singapore at $5 per ton. That was about 13s. a ton against 20s. the price it cost to lay down English coal in Singapore. As Labuan was so much nearer Singapore it ought to be able to compete with Japan. They had hoped to have a further report from Captain Beeston on the Darvel Bay Goldfields, but unfortunately that gentleman had had to come to England for the benefit of his health. He was, however, very sanguine of ultimate results. They had recently granted an old concession to a syndicate with a paid-up capital, and their mining engineer would soon be at work. They had two other applications under consideration, and meanwhile they had sent to Borneo for 6 diet samples from various promising points. He could not conclude without paying a tribute to their Governor and officials for the loyal manner in which they had endeavoured to carry out reductions, and for the cheerful way in which they had worked through trying times. It was necessary a few months ago, in pursuance of postal regulations of the International Bureau, to remodel the Company's stamps, and they had the satisfaction of seeing a comment in a leading London paper that, of all the modern stamps which delighted the hearts of stamp collectors, those published by the company were much the best. He was glad to state that the oil mines last January was at the present time almost intact. Some part of it would be required for the telegraph, but otherwise they sincerely hoped that their profits this year would enable them to pay all expenses. They had established a most valuable property, which they had developed to a certain extent, but of which the fringe only was touched at present. Since their last meeting they had the advantage of the assistance of the two new directors, Mr. Brodie and Mr. Cowie.

Mr. WILLIAM C. COWIE, in seconding the motion, stated that the telegraph line referred to would come out to Sandakan and serve the tobacco estates on the Kinabatangan river; and it would also bring the remote villages of the interior more under the Company's control. The branch line to the south would traverse the gold-fields and connect Darvel Bay, where there were two tobacco estates. A very rich goldfield at Madai was worked by the Chinese as long ago as 1812, but this fact was not known to their predecessors or themselves. The hills of Madai had been covered with an uninterrupted primeval forest possessing millions of tons of timber, hundreds of thousands of tons of rattans, hundreds of thousands of tons of gutta-percha and rubber, &c. All these things were very difficult to realise unless one had been in the country; but those shareholders who held shares in the tobacco companies—and especially in the New London Borneo Tobacco Company, of which Mr. Crocker was a director—were now beginning to realise what Borneo still was. They had twenty million acres of land. The shareholders might say that they had waited a long time for dividends, and there was no doubt that they had hitherto been greatly disappointed with the results, as had also the directors; but he nevertheless advised them to remain hopeful in regard to the prospects of the undertaking.

In the discussion which followed some complaint was made with reference to the expenses which were considered too high, especially in London. Mr. WAGSTAFF remarked that they had heard a good deal about hope, but they had only had one dividend in eleven years. He had been glad to hear the cheerful statement made by Mr. Cowie.

The CHAIRMAN, in reply, stated that the present was the first time he had heard that the staff was overpaid, but the directors would do all they could to keep the expenses as low as possible. The defalcation to which reference was made in the balance-sheet amounted to about $20,000, and it was committed by a Chinaman formerly in their employ—their agent for dealing with their copper coinage, especially in Labuan and Brunei. The defalcation was not likely to occur again. The revenue of Labuan was calculated to pay more than the pensions of which they assumed the responsibility when they took over the island from the British Government. He did not agree that the London expenses were too high, and it would be most impolitic to conduct the London business by means of an agency.

The resolution was then put and adopted unanimously.

On the motion for the re-election of the retiring directors—Mr. Edward Dent, Sir Charles J. Jessel, and Admiral of the Fleet the Hon. Sir Henry Keppel—a discussion ensued regarding the holdings of the directors.

The CHAIRMAN, in reply, stated that Mr. Dent held more than twice the necessary qualification. At a critical time, too, that gentleman put a considerable amount of money into other Borneo companies, although he might have done so by selling some of his shares in this Company. The system of paying directors by results did not work well, and he did not think that the Board of this Company were overpaid.

Eventually the retiring directors were re-elected on a show of hands.

Mr. GIBSON moved a vote of thanks to the Chairman, which was seconded by Mr. STEPHENS, and carried unanimously.

The CHAIRMAN briefly replied, and the proceedings terminated.

SIR WILLIAM DES VŒUX ON AUSTRALIAN AGRICULTURE.

Sir William Des Vœux, ere time high Commissioner of the Western Pacific, has set himself to expose certain current delusions regarding the possibilities of tropical cultivation. He has apparently been induced to publish his views on the question through the wide publicity given to Miss Shaw's paper, entitled "The Australian Outlook," wherein the authoress prophesies somewhat rashly regarding the future of Queensland and other tropical districts of the island continent. Sir William Des Vœux approaches the question from two points of view, those of labour and of produce, and his remarks on each head have a very direct bearing on planting in India and Ceylon. It is in the first place obvious that under existing conditions Queensland and Northern Australia cannot be developed without the aid of coloured labourers, and the development of the present population is likely to be restricted both by economical and political agencies. The principal economical obstacle to the progress of subtropical Australia is the difficulty of obtaining labour at a sufficiently cheap rate. Sir W. des Vœux points out that all countries in which coolie labour is imported have great difficulty in fulfilling their requirements at a sufficiently low cost in passage money and wages to render the importations remunerative. Even British Guiana, which, owing to the superior quality of its produce, can afford to pay higher wages than most other labour-importing districts, is not always able to obtain an adequate supply of coolies, and there is apparently nothing in the soil or climate of Northern Australia that is likely to give it a preponderating advantage over other tropical regions. The field of sugar, although fair, is fully equalled by that of some other countries, and the dry winds of the Continent are likely to prevent the cultivation of some of the most valuable tropical crops, such as rice, cocoanuts, coffee, tea, and tobacco. The supply of labour from the Pacific island must be exhausted within a very few years, and in competing for the surplus of India and China, the advantage should lie with equally fertile planting districts of the Malay Archipelago.

There is, however, an even graver obstacle to any considerable expansion of the planting industry in tropical Australia within the immediate future, for assuming that it is possible to solve the labour question, it will be still more difficult to find a market for the produce which this portion of the continent is capable of raising. At the present time about fifty thousand acres in a second million of square miles is under cultivation in tropical Australia. If the cultivation of sugar, at present the staple crop, were extended only to the hundredth part of the total available area, Australia would produce alone more than twice as great a quantity of cane sugar as is now consumed by the whole of the civilised world. Of the other crops which Queensland and Northern Australia are capable of raising, the majority can be grown with equal ease in districts thousands of miles closer to the probable future markets, and Sir W. des Vœux is of opinion that improvements in carriage and refrigeration are much more likely to increase the competition of other countries for the supply of temperate Australia than to enable Northern Australia to make headway against more favourably situated rivals in the markets of Europe and America. Behind all these difficulties there is, however, an even more serious obstacle to planting enterprise in tropical Australia in the strong jealousy of the democracy of New South Wales, Victoria and Western Australia against the importation of cheap labour of any form. This jealousy is already very difficult to overcome in the case of the Chinese, and it would certainly be exerted against any considerable immigration of coloured labour from other sources. Summing up his case, Sir W. des Vœux is of opinion that "anything beyond a very limited development of Northern Australia and indeed of other great areas of unoccupied land in the tropics is for many years to come to be a very high degree improbable." His opinion is a valuable corrective to Miss Shaw's somewhat sensational paper, which, apparently with scarcely more than a bowing acquaintance with the economic possibilities of the country.

HONGKONG.

TUESDAY, 15th August.

A further detachment of 1500 troops left in one of the Admiralty steamers for Formosa last Wednesday.

M. F. Frandon, French Consul, and Madame Frandon, returned to this port per steamer *Pechow*, after a prolonged absence.

The few thousand piculs of rice which have arrived this week have prevented any further advance in price.

A wharf said to be 37 years of age is now on view in the city and can be seen on the payment of a few cash. He is but one foot in height.

Since the declaration of war between China and Japan we understand that business has been unusually slack in native merchandize.

M. Mre. Dujant de la Salle, the French Consul and suppleant lately officiating here, left on the 6th inst. per steamer *Formosa* for Hongkong en *route* to Mengtze to take up his new appointment.

The late precautions taken to prevent the Hongkong epidemic being brought here by the medical inspection of vessels arriving from the South, is now discontinued, being considered as no longer necessary.

To the great satisfaction of all, and especially to the farmers, there has at length been plenty of rain. This was the following of the typhoon which passed so comparatively near us towards the end of last week.

The Imperial Chinese Telegraph Office has been obliged to engage extra hands in consequence of the late rush of messages, and the salaries of some of the employés have been increased in recognition of their hard work.

The Pekin Postal has ordered $100 worth of anti-cholera pills to be prepared at one of the native medicine shops in the city, whilst at his own expense he is distributed amongst the poor free medicine on symptoms becoming apparent.—*Echo.*

REWARD

of the Party offering information of "MACHINE" & CAMERON'S RENOWNED PENS. They cause no Effort and a Blessing to the Writer. The Pickwick, the Owl, and the Waverley Pen. Sold by all Stationery Dealers. PAYNE & WYNN, Birmingham.

HONGKONG TIDE TABLE.

15TH TO 21ST AUGUST, 1894.

Date	Day	High Water			Low Water		
		Hongkong Mean Time.	Height.		Hongkong Mean Time.	Height.	
W	15	2.42 a.m.	6.1		8.44 a.m.	0.5	
		3.24 p.m.	6.2		9.17 p.m.	0.7	
Th	16	3.42 a.m.	6.1		9.38 a.m.	0.5	
		4.15 p.m.	6.2		10.12 p.m.	0.7	
F	17	4.42 a.m.	6.1		10.34 a.m.	0.5	
		5.10 p.m.	6.2		11.10 p.m.	0.7	
S	18	5.46 a.m.	6.1		11.34 a.m.	0.5	
		6.10 p.m.	6.2		—	—	
Su	19	6.54 a.m.	6.1		12.10 a.m.	0.7	
		7.10 p.m.	6.2		12.34 p.m.	0.5	
M	20	8.0 a.m.	6.1		1.10 a.m.	0.7	
		8.10 p.m.	6.2		1.34 p.m.	0.5	
Tu	21	9.6 a.m.	6.1		2.10 a.m.	0.7	
		9.10 p.m.	6.2		2.34 p.m.	0.5	

The height of mean sea level has been determined, from the tidal observations of 1887 and 1893, at 2.61 feet above zero of the Hongkong Tidal Observatory Datum, to which datum the heights in these Tables are referred, as 8.27 feet above zero.

The heights in the Tables marked with a minus sign (—) are below Low-water Ordinary Spring Tides, and should be interpreted from the soundings given above.

THE WEATHER.

DIURNAL FARENHEIT & m.s. REGISTER, AUG. 15TH.

Barometer 9 A.M.	29.76	Therm. 9 A.M. (Wet bulb)	76
Barometer 1 P.M.	29.76	Therm. 1 P.M. (Wet bulb)	77
Barometer 6 P.M.	29.74	Therm. 6 P.M. (Wet bulb)	77
Thermom. 9 A.M.	77	Therm. Maximum	79
Thermom. 1 P.M.	79	Therm. Minimum (over night)	77
Thermom. 6 P.M.	79		

CHINA COAST METEOROLOGICAL REGISTER, 13TH AUGUST, AT 4 P.M.

STATION.	Barometer reduced to Sea Level.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	Wet Bulb Depression.
Vladivostock	29.80	77	—	N	1	b	
Fokie	29.72	—	—	N	1	b	
Nagasaki	29.85	82	87	SW	3	o	
Shanghai	29.68	87	74	SW	2	b	
Foochow	—	—	—	—	—	—	
Amoy	29.68	83	79	SW	2	b	
Anping	—	—	—	—	—	—	
Swatow	29.65	83	—	SE	1	oc	
Canton	29.70	77	100	SE	1	co	
Hongkong	29.79	76	93	SW	1	cr	
Victoria Peak	—	—	—	W	2	—	
Cap Rock	29.70	—	—	SSE	2	—	
Macao	29.69	79	91	NW	1	od	
Hoilow	—	—	—	—	—	—	
Haiphong	29.62	91	71	SSE	1	o	
Bolinao	29.73	87	80	WSW	3	o	
Manila	29.75	84	77	SW	3	o	
Point S. James	29.93	—	—	SSW	3	ocm	

14TH AUGUST, AT 10 A.M.

Vladivostock	29.84	66	77	ENE	—	o	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.73	85	79	SE	3	o	—
Foochow	—	—	—	—	—	—	—
Amoy	29.74	80	91	SSW	1	o	0.04
Anping	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Canton	29.76	77	95	—	0	—	—
Hongkong	29.79	77	92	—	0	od	0.03
Victoria Peak	—	—	—	—	1	—	—
Cap Rock	29.77	—	—	ESE	3	o	—
Macao	29.77	79	91	E	1	o	—
Hoilow	—	—	—	—	—	—	—
Haiphong	29.62	94	61	SE	1	o	—
Bolinao	29.82	87	76	SE	2	b	0.44
Manila	29.84	86	74	SW	1	o	1.08
Cape S. James	29.92	—	—	SW	3	om	—

On the 14th at 11.16 a.m. Barometer steady. Light S. and variable winds. Weather showery with thunder.

HONGKONG REGISTER.

	Previous day 9 a.m.	9 a.m.	3 p.m.	9 p.m.	Max. and Min. at 9 p.m.
Barometer	29.7	29.78	29.76		
Temperature	76	77	80		
Humidity	93	100	91		
Direction of wind	N.W.	N.			
Force	0	0			
Weather	cirt	cd			
Rain		0.38			

Highest Sun-heat temperature on the 13th 86
Lowest Sun-heat temperature on the 13th 75
Barometer reduced to 32 degrees Fahr. at sea-level.
Thermometer in the shade in degrees Fahrenheit.
Humidity in percentum of saturation, the humidity of air saturated with moisture being 100.
Direction of the Wind by the 16 points.
Force of the Wind according to Beaufort Scale.
State of the Weather by blue sky = a, detached cloudy = b, drizzling rainy = r, foggy = f, gloomy = h, hail = l, lightning = z, meteoric = y, passing showers = s, squally = q, rain = rain, thunder = t, visibility = v, dew = dew.

F. G. FIGG,
First Assistant.

Hongkong Observatory, 14th August, 1894.

COMMERCIAL INTELLIGENCE.

TUESDAY, 14th August.

CLOSING QUOTATIONS.

EXCHANGE.

On London:—	
Telegraphic Transfer	2/1½
Bank Bills, on demand	2/1½
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months sight	—
Credits, at 4 months sight	2/1½
Documentary Bills, 4 months sight	2/1½
On Paris:—	
Bank Bills, on demand	2.65
Credits, at 4 months sight	2.70
On Germany:—	
On demand	214
On New York:—	
Bank Bills, on demand	518
Credits, 60 days sight	524
On Bombay:—	
Telegraphic Transfer	193½
Bank, on demand	194
On Calcutta:—	
Telegraphic Transfer	193½
Bank, on demand	194
On Shanghai:—	
Bank, at sight	73½
Private, 30 days sight	73½
On Yokohama:—	
On demand	par.
On Manila:—	
On demand	99½ pm.
On Singapore:—	
On demand	½ pm.
Sovereigns, Bank's Buying Rate	$9.31
Gold Leaf, 100 fine, per tael	$8.29

JOINT STOCK SHARES.

Company.	Par Value.	Quotations.
Banks—		
Hongkong & Shanghai	$125	98 p. et pm.
China, Japan & S. S.	£28.0	nom.
Oriental, Limited	£1	2 buyers
National Bank of China		
Bankers—	$28	528
Union Insurance	£1	nom.
Fire Insurance—		
Brown & Co., H. & J.	$50	34 buyers
Campbell, Moore & Co.	$50	14 sellers
China Fire	$25	nom.
China Traders'	$25	15 p. et. prem.
China Union	$100	310, sales & buyers
Douglas S. S. Co.	$100	115 p. et. prem.
Dairy Farm Co.	$10	$1
Fenwick & Co., Geo.	$25	37, sellers
Fire & Marine Ins. Co.	$25	$21, buyers
Green Island Cement	$50	65½ buyers
Hallick & Cameron	$12.50	4 buyers
Hart & Co., Percy	$100	3.0, sales
Hongkong & C. Gas	£10	$125
Hongkong Electric	$5	$4½, buyers
H. H. L. Tramways	$100	$70
Hongkong Ice	$25	$70
H. & K. Wharf & G.	$50	$30.25, ex div.
Hongkong Rope	$50	$106, buyers
H. & W. Dock	$125	85 p. ct. pm.
Hotels—		
Hongkong Hotel	$50	$11, sellers
Shameen	$20	$4
Insurances—		
Canton	$50	$140
China Fire	$20	$78, sales
China Traders'	$25	55
Hongkong Fire	$50	$180
North China	£25	Tls. 1674
Straits Fire	$2	$21
Straits Marine	$20	$15
Union	$25	$125, sellers
Yangtsze	$50	$75
Land & Building—		
H. Land Investm't	$50	$68
Kowloon Land & B.	$50	$91, sellers
Humphreys Estate	$10	$104
West Point Building	$40	$21
Luzon Sugar	$100	$43
Mining—		
New Balmoral	$2	$2
Gold	$2.50	$1.80
Charbuuagoe	$2	$2, nom.
Jelebu	$4	4½ sellers
Punjom	$4	4½ sellers
Do. (Preference)	$	$1.9
Raubs	$100	$2, sellers
Steamship Coys—		
China & Manila	$50	70, sellers
Douglas S. S. Co.	$100	320, sellers
H., Canton & M.	$50	$39
Indo-China S. N.	$100	15 p. ct. dis. sellers
Wahai Wareh'se Co	$50	54, sellers
Watson & Co., A.	$30	10½, sales

CHATER & VERNON, Share Brokers.

OPIUM.

Per Picul.

This year's New Malwa	$650	No Allowance.
Last year's New Malwa	$690	0 to 1 catty
Old Malwa	$700	0 to 1 "
Older Malwa	$710	0 to 1 "
Oldest Malwa	$720	free of Allowance
Patna (New)	$712	per chest.
Benares (New)	$717	"

SHIPPING REPORTS

The British steamer *Laertes*, from Shanghai 8th Aug., and Foochow 12th, had strong S. & W. winds with heavy rain to Ockseu Island, from thence to port had light variable winds with dull gloomy overcast weather.

The British steamer *Thales*, from Taiwanfoo 10th August, Amoy 11th, and Swatow 13th, had moderate S.W. to W. winds, smooth sea and cloudy weather to Amoy. From Amoy to Swatow moderate to strong S.W. winds and showery. From Swatow to port light to moderate S.W. and variable winds with frequent heavy showers.

AMOY SHIPPING.

August— ARRIVALS.

7, Nanchang, British str., from Chefoo.
8, Veloz, German str., from Newchwang.
8, Kekien, British str., from Hongkong.
8, Haitan, British str., from Foochow.
8, Pyrrhus, British str., from Foochow.
8, Formosa, British str., from Tamsui.
8, Silk, British str., from Hongkong.
8, Muskoka, British 4-m. ship, from Shanghai.
9, Sishan, British str., from Swatow.
10, Pekin, British str., from Kelung.

August— DEPARTURES.

8, Thales, British str., for Taiwanfoo.
8, Nanteung, Chinese armed, for Formosa.
8, Kwoshing, Chinese cruiser, for Formosa.
8, Hoek Po, Chinese gunboat, for Formosa.
8, Hoek Cheang, Chinese gunboat, for Formosa.
8, Fecchow, Chinese str., for Formosa.
8, Fokien, British str., for Taiwan.
8, Haitan, British str., for Swatow.
8, Nanchang, British str., for Swatow.
9, Tailee, German str., for Newchwang.
9, Sich, British str., for Tamsui.
9, Formosa, British str., for Swatow.
9, Rio, German str., for Swatow.

SHANGHAI SHIPPING.

August— ARRIVALS.

8, Saluto, Norw. bark, from Albany (W.A.
9, Ancaios, British ship, from New York.
9, Lionsking, British str., from Tientsin.
9, Georgiette, Amer. bark, from Singapore.
9, Myrmidon, British str., from Liverpool.
10, Athens, British bark, from Kushinotzu.
10, Taisang, British str., from Hongkong.

August— DEPARTURES.

8, Flintshire, British str., for London.
8, Altair, British bark, for Chefoo.
9, Pelgang, German str., for Hongkong.
10, Tungchow, British str., for Tientsin.
10, Kweilin, British str., for Chefoo.
10, Pechi, Chinese str., for Wenchow.

DENTISTRY.

DR. I. SAKATA (from Japan),
Mr. SUI SANG,
DENTAL SURGEONS,
56, Queen's Road Central.
First Class Dentistry and Moderate Fees.

Consultation Free.

Hongkong, 6th June, 1894. [1292

SIEVETING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 23rd September, 1891. [652

BANK.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID UP ..... £ 562,500

BANKERS.

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balances.

ON FIXED DEPOSIT:—

For 12 months 5%
" 6 " 4%
" 3 " 3%

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 26th June, 1894. 1154

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 15th May, 1893. 12

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £400,000
RESERVE FUND £275,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months 5%
" 6 " 4%
" 3 " 3%

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, 18th May, 1894. 967

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL £1,000,000
SUBSCRIBED ..... £ 500,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.

D. CHARLES, Esq. | CHOW TUNG SHANG, Esq.
H. STOLTERFOHT, Esq. | KWAN KOI CHUEN, Esq.
CHAN KIT SHAN, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

BRANCHES:
LONDON, YOKOHAMA, SHANGHAI, AND AMOY.

BANKERS:
THE COMMERCIAL BANK OF SCOTLAND. PARR'S BANKING CO. AND THE ALLIANCE BANK (LIMITED).

Interest for 12 Months Fixed ..... 5 %
Hongkong, 17th November, 1893 113

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL 10,000,000
RESERVE FUND ..... $ 4,200,000
RESERVE LIABILITY OF PROPRIETORS 10,000,000

COURT OF DIRECTORS.

C. J. HOLLIDAY, Esq., Shanghai.
J. S. MOSES, Esq.—Deputy Chairman.
R. M. Gray, Esq. | J. Kramer, Esq.
H. Hopkins, Esq. | A. McConochie, Esq.
H. R. Jessop, Esq. | S. C. Michaelson, Esq.
Hon. J. J. Keswick. | O. K. Sassoon, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGERS:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED ON Current Account at the rate of 2 per Cent. per Annum on the daily balances.

ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 1st June, 1894. 111

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL $2,000,000
CAPITAL PAID UP 251,093.15.0

BANKERS:
CAPITAL AND COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG, and SHANGHAI.

AGENCIES:
PENANG, SINGAPORE, and YOKOHAMA.

RATES OF INTEREST
allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, 6th November, 1893. 1471

FOR SALE.

FOR SALE.

EUGENE CLICQUOT CHAMPAGNE
per case 1 doz. qts $32
per case 2 " pts $33
R. RICCO & CIE.,
Sole Agents.

Hongkong, 12th April, 1893. 2678

FOR SALE.

PILSENER LAGER BEER.
EXCELSIOR BRAND.
Light and Refreshing.
Cases of 4 doz qts or 6 doz pints ..... $9.50.
LAUTS, WEGENER & Co.

Hongkong, 2nd August, 1894 1451

FOR SALE.

CHAMPAGNE "MONOPOLE,"
HEIDSIECK & Co. REIMS.
PURVEYORS TO THE IMPERIAL & ROYAL COURT AT BERLIN & TO THE IMPERIAL COURT OF RUSSIA.

MONOPOLE RED SEAL (medium dry)
Do. (see "RED FOIL") (dry).
Do. GOLD FOIL
Dry Do. do. (extra dry).

CARLOWITZ & Co.,
Sole Agents.
For Hongkong, China, and Japan.

Hongkong, 1st July, 1893. 1297

FOR SALE.

CHAS. HEIDSIECK'S
CHAMPAGNE, 1889, WHITE SEAL.
$32 ..... per case of 1 dozen quarts.
$33 ..... per case of 2 dozen pints.
PAUL DUBOIS & Co.'s
CLARET, CHATEAU LAROSE.
$20.50 ..... per case of 1 dozen quarts.
ED. KRESSMANN'S
RED AND WHITE
BORDEAUX WINES.
C. G. HIBBERT & Co.'s
BOTTLED ALES & STOUT.
MAINZER BEER.
In Quarts and Pints.
SIEMSSEN & Co.

Hongkong, 1st August, 1894. 27

INSURANCES

SCOTTISH METROPOLITAN ASSURANCE CO.

(LIFE AND ACCIDENT).

LIFE RATES 20 % LOWER than those charged by most Companies.

ACCIDENTS £2 PER ANNUM Secures £1,000 in Case of Death by Accident.

£4 PER ANNUM Secures £1,000 in Case of Death or Total Permanent Disablement by Accident, and Weekly Payments of from £1 10 to £6 a week in Case of Temporary Disablements.

For Prospectus or further particulars apply to
J. F. V. VERNON,
Agent

Hongkong, 18th June, 1894. 1210

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1872.

HEAD OFFICE—HONGKONG.

CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL ..... $ 400,000
RESERVE FUND 375,000
CLAIMS PAID 1,035,000
BONUSES PAID 560,000

RISKS accepted at CURRENT RATES OF PREMIA.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 5th March, 1894. 770

IMPERIAL FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1803.

THE Undersigned as AGENTS of the above Company are prepared to ACCEPT approved European RISKS at Current Rates.

EDUARD SCHELHASS & Co.,
Agents.

Hongkong, 1st January, 1894. 1988

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL ASSETS at 31st DECEMBER, 1893, £11,054,627 7s. 6d.

I.—AUTHORISED CAPITAL ..... £3,000,000 } £ s. d.
SUBSCRIBED CAPITAL ..... 2,750,000 }
PAID-UP CAPITAL 687,500 0 0
II.—FIRE FUNDS 2,344,163 11 11

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEWAN & Co.,
Agents.

Hongkong, 9th August, 1894. 1286

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co.,
Agents for the Phœnix Fire Office.

Hongkong, 17th August, 1887. 17

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO.,
Agents.

Hongkong, 16th May, 1892 16

THE MEIJI FIRE INSURANCE COMPANY, LIMITED, OF TOKYO.

THE AGENCY of the above named Company having this Day been TRANSFERRED to the Undersigned, they are now prepared to Accept Risks against Fire at Current Rates.

For the MITSUI BUSSAN KAISHA,
R. FUKUI,
Manager.

Hongkong, 2nd July, 1894. 1280

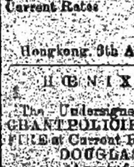
TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. 115

NOTICE.



NOTICE.

54 AWARDS
ON
SEWING MACHINES
SEWING MACHINE
CABINETS,
ART EMBROIDERY,
TAPESTRY MACHINE
WORK.
Exhibited by the
SINGER MANUFACTURING CO.,
NEW YORK CITY.

Just landed an invoice of SHOE LEATHER, and TAILORING MACHINES FINE MACHINE OIL, NEEDLES of assorted Sizes and SHUTTLES.

To be sold Wholesale, Retail, and on Instalment Plan. Apply to
H. E. BOTTLEWALLA & Co.,
Sole Agents,
2, D'Aguilar Street.

Hongkong, 5th February, 1894 147

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb quality and of CUTLER, PALMER & Co.'s SELECTION.

Sole Agents for it—
LANE, CRAWFORD & Co.,
Hongkong.

281

CARBOLINEUM AVENARIUS.
USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Deadpeas.

Sole Agents for China,
SCHELLE & Co.

Hongkong, 25th January, 1892 1242

FOR SALE.

A COMPLETE PLANT OF SODA and MINERAL WATER MACHINERY

Capable of producing 250 dozen per day, by HERMAN LACHAPELLE of Paris.

One NEW EVAPORATOR, Suitable for about 800 H. Power.

Three Stand Mason & Co. London, BRIGADE MANUAL FIRE ENGINES for 20 Men, complete and in good working order, supposed to pump 100 gallons per minute.

SUGAR MILLS various Sizes. Two 42" Centrifugal Sugar Curing MACHINES with Double Driving Engine. One 6 H.P. N. Portable BOILER and ENGINE with enlarged fire back for burning Wood or Coal, Horizontal and Vertical. DRIVING ENGINES and BOILERS various sizes up to 30 H.P. N. Launch's ENGINES and BOILERS Brake, Loose Bad, and Screw Cutting LATHES various sizes. Planing, Slapping, Slotting Radial Drilling, Drilling, Punching and Shearing, and Plate Bending MACHINES, various sizes. Steam HAMMERS, Screw Cutting MACHINES. Punching BEARS, TAPS and DIES, FORGES. ANVILS, SMEET TOOL GRINDERS, STEAM WINDLASSES and CAPSTANS. Steam Steering GEAR, STEAM WINCHES, Steam PUMPS. Steam Donkey PUMPS, Deck and other Kinds of Force PUMPS, Overhead TRAVELLERS, Crab WINCHES, Weston Patent BLOCKS and CHAINS. HYDRAULIC JACKS. Hand Power DRIVING WHEELS, Shaftings, Brackets, Pulleys, and Fly Wheels. Fresh Water CONDENSERS. Hand Power Steel FLOUR MILLS, and the complete plant of Powerful Laundry MACHINERY that formerly belonged to the Hongkong Steam Laundry Co. A

TO LET

TO LET.

A FURNISHED OR UNFURNISHED HOUSE at MAGAZINE GAP. From the First July. Apply to CHANTREY INCHBALD. Hongkong, 28th June, 1894. [1242

TO BE LET.

DWELLING HOUSES—
6-Roomed Semi-Detached House, MORRISON HILL ROAD.
5-Roomed Flat, WANCHAI.
3-Roomed Flat, WANCHAI.
GODOWN, WANCHAI.
Apply to
HUMPHREYS' ESTATE AND FINANCE CO., LD.
Hongkong, 1st June, 1894. [1285

TO LET.

THE whole Suite of OFFICES on the 1st Floor and GODOWN attached of the Ice Company's Premises at Ice House Lane. Apply to the MANAGER.
Hongkong, 5th July, 1894. [1281

TO LET.

WITH IMMEDIATE POSSESSION.

HOUSE, No. 22 STANLEY STREET, Apply to ROZARIO & Co.
Hongkong, 27th April, 1894. [892

TO LET.

DWELLING HOUSES—
"HIGHCLERE," 48 MAGAZINE GAP.
No. 1, RIPON TERRACE.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET, and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
No. 8, OLD BAILEY.
OFFICES—
PRAYA CENTRAL, over Messrs. Douglas Lapraik & Co.'s
GODOWNS—
BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th July, 1894. [1290

TO LET.

COMMODIOUS GODOWN on PRAYA EAST. Apply to SIEMSSEN & CO.
Hongkong, 5th April, 1893. [39

TO LET.

NO. 4, QUEEN'S GARDENS.
PEDDER'S STREET, No. 2, next to the POST OFFICE.
The PREMISES at QUEEN'S ROAD CENTRAL, No. 72.
No. 3, MORRISON HILL.
No. 6, WEST TERRACE.
Apply to
G. C. ANDERSON.
13, Praya Central.
Hongkong, 20th June, 1894. [605

TO LET.

NO. 9, SEYMOUR TERRACE.
OFFICES in VICTORIA BUILDINGS.
OFFICE in No. 4, PRAYA CENTRAL.
OFFICES and ROOMS at CONNAUGHT HOUSE.
No. 4, OLD BAILEY STREET.
GODOWNS in WANCHAI, at the Back of McGREGOR'S BARRACKS.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 7th August, 1894. [41

TO LET.

DWELLING HOUSE No. 27, MOSQUE STREET. Gas and Water laid on. Apply at 4A, UPPER MOSQUE TERRACE.
Hongkong, 25th July, 1894. [1406

TO LET.

THE "HUT," CASTLE ROAD. 5 Rooms. Apply to LINSTEAD & DAVIS.
Hongkong, 2nd June, 1894. [1118

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill.
Hongkong, 1st January, 1892.

YEE SANG & CO. 余生物
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SANG & Co., No. 68 PRAYA. [881

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

10.—Aberdeen Paper Mills Office.
10A.—Aberdeen Paper Mills
24.—Anderson, Capt. G. C., Praya Central
25.—Aberdeen Dock
26.—Alice Meml. Hospital
40.—Anderson, Capt. G. C., East Point
8.—Arnhold, Karberg & Co
63—Bell, Dr. Residence
65—Blackhead F., Res.
66—Blackhead & Co., Praya Central
18.—Butterfield & Swire, Shipping Dept.
36.—Butterfield & Swire, Sugar Office
36A.—Butterfield & Swire, Refinery, Quarry Bay
39.—Butterfield & Swire, Res., Peak
42.—Canadian Pacific Railway Co.
3.—Carlill, Dr., Peak Hospital
15.—Central Police Station
23.—China Mail Office
71.—China Sugar Refinery, Town Office
72.—China Sugar Refinery, East Point
76—Compradore, Lutts, Wagener & Co.
55.—Cowie, Dr., Residence
12.—Daily Press Office
67—Dairy Farm, Pok'lum
85—Dairy Farm Co., Wyndham Street
41.—Dodwell, Carlill & Co.
60—David, S. J. & Co.
73—David, S. J., Residence
17.—D. Lapraik & Co.
87.—Douglas Lapraik & Co., Compradore, Office.
68.—Do., Do., Residence.
2—Dr. Cantlie, Dr. Cowie, Dr. Stedman
74—Fletcher & Co., Queen's Road
47—Gas Co. Ld. West Point
14—Do. Do. East Point
31.—Gibb, Livingston & Co.
44.—Government House
80.—Govt. Civil Hospital
6.—Harrison, W. S., Res.
97.—Holliday, Wise & Co
28.—Holliday, C. J., Res.
11.—Hongkong Club
58.—Hongkong Electric Co
1.—Hongkong Tel'ph Co.
9.—H'kong & Shanghai Banking Corpn.
84.—H'kong & Shanghai Bank Mess
2.—Hongkong Hotel (Public Telephone)

PRIVATE TELEPHONE LINES.

1.—Royal Engineers Mess
9.—Beveridge, Dr., Morrison Hill
3.—Hongkr & Canton & Macao S. Sambuat Co.
21.—H. & W. Dock Co., Offices
33.—H'kong & Kowloon Co. Co. W. Point
81.—H'kong & Kowloon Co. Co. Praya Ct.
77.—Ho Tung, Praya Ct.
93.—Do., Bham Strand
53.—Do., Res.
63.—Humphreys, J. D., & Son
37.—Humphreys, J. D., & Sons, Queen's Rd.
50.—Imports & Exports Office
23.—Jordan, Dr., Praya Central
42.—Jordan, Dr., Res.
32.—Joseph, H. R., Res.
61.—Kennedy, J., Horse Repository
44.—Do. Causeway Bay
24.—Kerosine Oil Co.
7.—Kowloon Godown
70.—Kramer, J., Res.
83.—Lamke, J., Res.
91.—Lamke & Rongo, Praya Central
4.—Lapraik, J. D., Res.
59.—Layton, B., Queen's Road
99.—D., Res.
35.—Mount Austin Hotel
53.—Muir, W. L., Res.
5.—Nam Woo & Co.
16.—Oplam Farmer
29.—Peak Hotel
10.—P. & O. S. N. Co.
62.—Do. Mess Peak
31.—Ray, E. C., Res.
51.—Ray, E. C., Peddar's Street
45.—Rope Factory
26.—Ross A., Residence
52.—Sailors' Home
49.—Shewan & Co.
61.—Stevens, G. R.
63.—Stevens, G. R., Res.
14.—Telegraph Co.
78.—Telegraph Co.' Mess
45A.—Tem orary Hospital, West Point
46A.—Tung Wah Hospital
92.—Tung Koo & Co., Wing Lok Street
16.—Watson & Co., Q. Road
54.—Watson & Co. buffet Peak
66.—Victoria Hotel (Public Telephone)
57.—Wickham, W. H. Fes
64.—Wo Kee & Co.
33.—Yuen Fat Hong, Bonham Strand
78.—Yuen Kee & Co.
79.—Yeung Lau Kee.

In case of FIRE ring up No. 15
W. STUART HARRI... Manager.
[2399]

NOTICES TO CONSIGNEES

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp, Havre, and Bordeaux in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 15th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before WEDNESDAY, the 15th inst., or they will not be recognised.

All Damaged Packages will be examined on WEDNESDAY, the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, 8th August, 1894. [2]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship "BERTHA."

Captain Th. Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSSEN & Co., Agents.
Hongkong, 9th August, 1894. [1492

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CATHAY," FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, &c., ex *Shannon* and *Himalaya*.
From Australia, ex s.s. *Parramatta*.
From Calcutta, ex s.s. *Bengal*.
From Persian Gulf, or Persian Gulf Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. on the 11th inst.

Goods not cleared by the 17th inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 17th and at 10 A.M. on the 18th instant, after which no Claims will be recognised.

H. E. JOSEPH, Superintendent.
Hongkong, 10th August, 1894. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship "KUTSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON of the 15th inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 13th August, 1894. [1515

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "ADEN," FROM ANTWERP, LONDON, BOMBAY, AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. on 14th inst.

Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 18th and at 10 A.M. on the 21st instant, after which no claims will be recognised.

H. E. JOSEPH, Superintendent.
Hongkong, 13th August, 1894. [1]

VESSEL ON THE BERTH

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship "FLINTSHIRE,"

Captain Dwyer, will be despatched for the above ports on or about the 14th inst.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 9th August, 1894. [1234

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF CONTINENTAL AND AMERICAN PORTS.

THE Steamship "ROSETTA,"

Captain G. W. F. Browne, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 16th AUGUST, at NOON, taking Passengers and Cargo for the above Ports. This steamer connects at BOMBAY with the S.S. "CARTHAGE," which vessel takes on her cargo for LONDON via SUEZ CANAL, leaving that port on the 7th SEPTEMBER 1894.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. E. JOSEPH, Superintendent.
Hongkong, 3rd August, 1894. [1]

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON &c. VIA BOMBAY	Rosetta	Brit. str.	Browne, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & HAMBURG	Flintshire	Brit. str.	Dwyer	Dodwell, Carlill & Co.	On or about 14th inst.
LONDON	Java	Brit. str.		P. & O. S. N. Co.	On or about 22nd inst.
LONDON	Aden	Brit. str.		P. & O. S. N. Co.	On or about 4th Sept.
HAVRE & HBURG VIA S'PORE	Lawang	Ger. str.	Binas	Siemssen & Co.	To-morrow, at 5 P.M.
VICTORIA, B.C., &c., VIA YHAMA	Victoria	Brit. str.	Panton, R.N.R.	Dodwell, Carlill & Co.	On 23th inst., at Noon.
SAN FRANCISCO VIA YHAMA	City of Rio	Amer. str.		P. M. S. S. Co.	On 29th inst., at 1 P.M.
SAN FRANCISCO VIA YHAMA	Oceanic	Brit. str.		O. & O. S. S. Co.	On 21st inst., at 1 P.M.
SAN FRANCISCO	Silberhorn	Brit. bk.	Gibbs	Shewan & Co.	Quick despatch.
NEW YORK	Bidston Hill	Brit. sh.	Jones	Siemssen & Co.	Quick despatch.
NEW YORK	Parramatta	Amer. bk.	Soule	Shewan & Co.	Quick despatch.
NEW YORK	H. Hackfeld	Ger. bk.	Hilgerloh	Melchers & Co.	Quick despatch.
YOKOHAMA VIA N'SAKI & KOBE	Verona	Brit. str.		P. & O. S. N. Co.	On 17th inst., at Noon.
KOBE & YOKOHAMA	Bonvouloir	Brit. str.	Thomson	Gibb, Livingston & Co.	On 17th inst., Afternoon.
TIENTSIN	Nanchang	Brit. str.	Finlayson	Butterfield & Swire	To-morrow.
SHANGHAI & KOBE	Maria Valeria	Aus. str.	Castanzo	Sandor & Co.	On 13th inst.
SHANGHAI VIA AMOY	Choysang	Brit. str.	Bradley	Jardine, Matheson & Co.	To-day, at 10 A.M.
SHANGHAI	Adan	Brit. str.		P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI	Rohilla	Brit. str.		P. & O. S. N. Co.	On or about 27th inst.
SWATOW, AMOY, & TAIWANFOO	Thales	Brit. str.	Bathurst	Douglas Lapraik & Co.	To-morrow, Noon.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ADEN	About 15th August	Freight or Passage.
LONDON, &c.	ROSETTA	Noon, 16th August	See Special Advertisement.
YHAMA, VIA N'SAKI & KOBE	VERONA	Noon, 17th August	Freight or Passage.
LONDON	JAVA	About 22nd August.	Freight or Passage. (Calling at MARSEILLES if sufficient inducement offers.)
SHANGHAI	ROHILLA	About 27th August.	Freight or Passage.
LONDON	ADEN	About 4th Sept.	Freight or Passage. (Calling at MARSEILLES if sufficient inducement offers.)

For further particulars apply to
H. H. JOSEPH, Superintendent.
Hongkong, 14th August, 1894.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

EMPRESS OF CHINA ...Comdr. E. Archibald, R.N.R. ....WEDNESDAY, 15th Aug., 1894
NOTICE—The "EMPRESS OF CHINA" will make her return voyage from Shanghai instead of from Hongkong, and will leave that port on her Regular Sailing Date. Mails, passengers and cargo from Hongkong intended for her, will be forwarded to Shanghai by the Indo-China Navigation Co.'s steamer "CHOYSANG," leaving Hongkong at NOON on WEDNESDAY, 15th inst., and connecting at Shanghai with this Company's Steamer.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R. ....WEDNESDAY, 5th Sept., 1894
EMPRESS OF JAPAN ...Comdr. G. A. Lee, R.N.R. ....WEDNESDAY, 3rd Oct., 1894

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits. Good for 9 months. £100.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent.
Pedder Street.
Hongkong, 8th August, 1894. [8]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship "CHOYSANG."

Captain Bradley, will be despatched as above TO-DAY, the 15th inst., at 10 A.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 9th August, 1894. [1499

FOR SINGAPORE, HAVRE, AND HAMBURG.
(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship "LAWANG."

Captain von Binzer, will be despatched for the above Ports TO-MORROW, the 16th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSSEN & Co., Agents.
Hongkong, 8th August, 1894. [1435

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

VICTORIA	Tuesday	Aug. 28
TACOMA	Tuesday	Sept. 25
SIKH	Tuesday	Oct. 16
VICTORIA	Tuesday	Nov. 6
TACOMA	Tuesday	Dec 11

THE Steamship "VICTORIA."

Captain John Panton, R.N.R., sailing at NOON, on TUESDAY, the 28th August, 1894, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 10th August, 1894. [9

FOR NEW YORK.

THE 100 A1 British ship "BIDSTON HILL," now loading from Shanghai, will load for the above Port and have quick despatch.

For Freight apply to SIEMSSEN & Co.
Hongkong, 25th May, 1894. [1087

FOR NEW YORK.

THE 3/3 L.I.I. American Bark "PARAMITA," Soule, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.
Hongkong, 16th June, 1894. [1207

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

OCEANIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY	Aug. 21, 1894, at 1 P.M.
GAELIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY	Sept. 11, 1894.
BELGIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	WEDNESDAY	Oct. 10, 1894, at 1 P.M.

THE Steamship "OCEANIC" will be dispatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on TUESDAY, the 21st AUGUST, at 1 P.M., Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and cargo will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 2nd August, 1894 [4

VESSELS IN PORT

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN

THE Steamship "NANCHANG," Captain Finlayson, will be despatched TO-MORROW, the 16th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th August, 1894. [1474

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship "MARIA VALERIE," Captain G. Castanzo, will leave for the above places on SATURDAY, the 18th inst.

For Freight or Passage, apply to SANDER & Co., Agents.
Hongkong, 14th August, 1894. [8

COMPAGNIE DES MESSAGERIES MARITIMES—PAQUEBOTS POSTE FRANÇAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE, AND BORDEAUX.

ALSO,

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 22nd instant, at NOON, the Company's Steamship "OXUS," Commandant Dupuy, with Mails, will leave this Port for the above places.

G. DE CHAMPEAUX, Agent.
Hongkong, 10th August, 1894. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Nagasaki, Kobe, Inland Sea, and Yokohama)	WEDNESDAY,	Aug. 29, at 1 P.M.
CITY OF PEKING (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	WEDNESDAY,	Sept. 19, at 1 P.M.
CHINA (via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY,	October 2, at 1 P.M.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on WEDNESDAY, the 29th AUGUST, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $10.00 Gold in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 13th August, 1894. [3

FOR SAN FRANCISCO.

THE 100 A1 British Bark "SILBERHORN," Gibbs, Master, will load here for the above Port and will have quick dispatch.

For Freight, apply to SHEWAN & Co.
Hongkong, 16th June, 1894. [1260

STEAM TO NATAL AND CAPE PORTS BY THE NATAL DIRECT LINE FROM CALCUTTA (MESSRS. BULLARD, KING & Co.'s LINE.)

THE Undersigned having been appointed GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for NATAL, EAST LONDON, PORT ELIZABETH, MOSSEL BAY, CAPE TOWN, DELAGOA BAY, and BEIRA. Transhipment will be made at CALCUTTA.

Next sailing from CALCUTTA, S.S. "UMZINTO," 25th August.

To be followed by the S.S. "PONGOLA" on the 7th September and thereafter monthly.

For Freight and further Particulars, Apply to DODWELL, CARLILL & Co., General Agents for China and Japan.
Hongkong, 4th August, 1894. [947

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Allen, British steamer, 2,117, Hill, Aug. 13, P. & O. S. N. Co
Arnus, French steamer, 290, Gay, R. Stevens
Ariake Maru, Jap. str., 1,395, Murray, July 27, M. B. Kaisha
Dewanggee, Brit. str., 1,057, Unsworth, Aug. 12, Yuen Fat Hong
Esmeralda, British str., 936, Taylor, Aug. 11, Shewan & Co
Ethiope, British steamer, 1,903, Miles, Aug. 7, M. B. Kaisha
Flintshire, British str., 1,873, Dwyer, Aug. 14, Dodwell, Carlill & Co
Fushun, Chinese steamer, 1,701, Lutt, July 27, C. M. S. N. Co
Hanoi, French steamer, 758, Obadia'o, Aug. 12, A. R. Marty
Herthe, German str., 2,096, Hildebrandt, Aug. 9, Siemssen & Co.
Holstein, German str., 1,103, Brahm, Aug. 13, Wieler & Co
Iser, British steamer, 1,115, Barrymne, Aug. 11, Bradley & Co
Kutsang, British str., 1,495, Jackson, Aug. 13, Jardine, Matheson & Co., for Calcutta
Laertes, British steamer, 1,359, Grier, Aug. 14, Butterfield & Swire
Lawang, German str., 1,631, Binzer, Aug. 13, Siemssen & Co., for Hamburg
Lyeemoon, Ger. str., 1,233, Hannemann, Aug. 13, Siemssen & Co., for Shanghai
Normanhurst, British steam launch, 65, Anchola, June 1, Order
Oceanic, British steamer, 3,912, Smith, Aug. 10, O. & O. S. S. Co
Parthian, British str., 1,040, Thomson, Aug. 11, Siemssen & Co
Preste, German steamer, 635, Schar, July 29, Butterfield & Swire
Pronto, German steamer, 632, Bohn, Aug. 13, Siemssen & Co
Pyrrhus, British steamer, 2,291, Batt, Aug. 11, Butterfield & Swire
Rio, German steamer, 1,102, Davidson, June 31, Wieler & Co
Rosetta, British steamer, 2,031, Browne, Aug. 14, P. & O. S. N. Co., for Europe
Sarpedon, British steamer, 1,506, Orr, Aug. 17, Butterfield & Swire
Tamarind, Norw. str., 823, Gathorg, Aug. 14, Wieler & Co
Thales, British steamer, 840, Bathurst, Aug. 14, Douglas Lapraik & Co
Verona, British str., 1,370, Tompson, Aug. 13, P. & O. S. N. Co. for Japan
Yungching, Chinese str., 760, Harris, Aug. 12, C. M. S. N. Co

SAILING VESSELS.

Basuto, German bark, 318, Eggers, Oct. 11, Order
Caleb Cushing, Amer. sch., R. Brook, June 4, Order
Comet, Nicaraguan bark, 400, Kirk, June 28, Sherar & Co
H. Hackfeld, Ger. bk., 1,349, Hilgerloh, Aug. 3, Melchers & Co
Japan, Italian bark, 385, Gualtieri, June 21, D. Moss & Co
Nitty, British bark, 315, Wilson, July 14, Gibb, Livingston & Co
Nora, German bark, 431, Albrecht, Aug. 14, Order
Parramatta, Amer. ship, 1,445, Soule, May 18, Jardine, Matheson & Co
Sebastian Cano, Brit. bk., 532, Hudson, July 21, Wieler & Co
Silberhorn, Brit. Am. str., 1,853, Gibson, July 26, Shewan & Co
Susquehanna, Amer. sh., 2,133, Sowell, July 19, Reuter, Brockelmann & Co

AMOY.

In Port on 17th August, 1894.

E. K. Wood, Amer. 4-m. sch., 478, Hanson, July 31, S. A. Peterson & Co
Muskora, British 4-m. sc., 2,250, Crowe, Aug. 8, Order
Shanghai, British bark, 1,230, Allan, Aug. 12, Boyd & Co
Sin Tai-wan, British steam launch, July 28, Lapraik, Cass & Co
Volga, German steamer, 694, Gerhard, Aug. 7, H. A. Peterson & Co
Wm. H. Smith, Amer. sch., 198, Brown, Aug. 13, Jardine, Matheson & Co
Yungching, Chinese str., 711, Harris, July 27, C. M. S. N. Co

FOOCHOW.

In Port on 14th August, 1894.

Fooksang, British str., 924, Wilde, Aug. 2, Jardine, Matheson & Co
Hae-shin, Chinese str., 871, Wells, July 29, C. M. S. N. Co
Irene, British steamer, 828, Webber, Aug. 1, Order

SHANGHAI.

In Port on 10th August, 1894.

Alciles, British 3-m. bark, 249, Dare, Aug. 7, Jardine, Matheson & Co
Ancaios, British ship, 1,719, Fulton, Aug. 9, E. & I. Trading Co
Angara, British str., 2,907, Bannister, Aug. 8, Dodwell, Carlill & Co
Apomadu, German str., 810, Hohlmann, Aug. 6, H. Silva & Co
Athena, British bark, 312, Christie, Aug. 10, Hopkins, Dunn & Co
Aurora, British bark, 294, Davis, July 31, M. A. Peterson
Charon Waltham Steamer, 356, Kook, July 7, M. A. Peterson
Chingtu, British steamer, 1,457, Jones, July 27, Butterfield & Swire
Empress of China, British str., 3,003, Archibald, Aug. 4, Jardine, Matheson & Co
Georgia, British steamer, 2,980, Saw, Aug. 6, Dodwell, Carlill & Co
Hangchow, Chinese str., 863, Wallace, July 27, C. M. S. N. Co
Glenfalloch, Brit. 4-m. sh., 2,145, Patterson, July 4, Jardine, Matheson & Co
Glengarry, British str., 924, Ferguson, Aug. 7, Jardine, Matheson & Co
Greyrobbo Castle, British ship, 1,753, Griffiths, July 10, Reuter, Brockelmann & Co
Hae-an, Chinese steamer, 999, Andrew, July 27, C. M. S. N. Co
Hainoh, Chinese str., 1,082, Patterson, July 25, C. M. S. N. Co
Hsinking, Chinese str., 1,059, Warwick, July 27, C. M. S. N. Co
Indiana, American ship, 1,417, Colley, July 11, Reuter, Brockelmann & Co
Java, British ste